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INDIA, AUSTRALIA, &c., and for  
PRIVATE RESIDENTS AT THE  
CHINA OVERLAND TRADE REPORT  
A Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
is given in the  
HONGKONG WEEKLY  
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With which is incorporated the  
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[a34-2]

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[a1472]

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Hongkong, 29th April, 1908. [a728]

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Hongkong, 1st July, 1909. [1132]

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LETT'S DIARIES, 1911. [a26]

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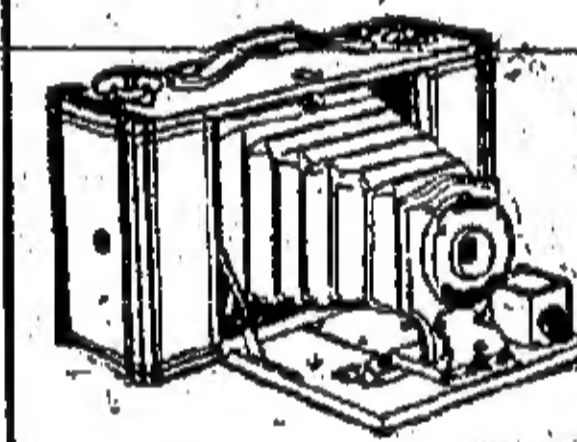


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[a28]

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[846]

NOTICE.

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RUSSO-ASIATIC BANK, all the Assets and  
Liabilities of the former are transferred to the  
RUSSO-ASIATIC BANK.

RUSSO-CHINESE BANK.

Hongkong, 19th October, 1910. [a1190]

NOTICE.

THE Assets, Liabilities and Business of the  
RUSSO-CHINESE BANK have been  
taken over by the RUSSO-ASIATIC  
BANK as from the 17th day of October, 1910,  
and the Business formerly carried on by the  
RUSSO-CHINESE BANK will be continued by  
the RUSSO-ASIATIC BANK in the same premises  
and under the same management.

RUSSO-ASIATIC BANK.

Hongkong, 19th October, 1910. [a1191]

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Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.  
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MANAGER.  
Hongkong, 24th July, 1905. [a558]

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ENTIRELY UNDER EUROPEAN MANAGEMENT.

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Hongkong, 1st September, 1910. [a542]

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Hongkong, 4th December, 1907. [a36]

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Macao is 40 miles south-west of Hongkong  
Two steamers (s.s. *Sui An* and *Sui Tai*) daily to  
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[a215] THE MANAGER

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[a1004]

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BOUETTEAU'S CHAM- PAGNE LIQUEUR ... ..	40
	Per Doz.
FINE PALE COGNAC (Marie Brizard & Roger's) ... ..	\$20.80
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VERY FINE LIQUEUR COGNAC, 80 Years Old (Marie Brizard & Roger's) ...	100.00

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**A. S. WATSON & CO.,**  
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All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

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## BIRTH.

On October 13th, at Shanghai, the wife of R. de Luca, of a son.

## MARRIAGE.

On October 12th, at Shanghai, JOHN HERMAN TRESDALE, of Shanghai, to WINIFRED MARY GULL, only daughter of the late Arthur Gull, of Rio de Janeiro.

HONGKONG OFFICE: 10A, DES VERT ROAD C LONDON OFFICE: 131, FLEET STREET, EC

## The Daily Press.

HONGKONG, OCTOBER 19TH, 1910.

THOUGH DR. MORRISON, the well-known correspondent of *The Times* has been a fearless critic of certain aspects of British policy in China—notably in regard to the Manchurian railway question—yet in his recent speech at the Authors' Club in London he appears to found British policy in China, with this one exception, to be worthy of commendation. The action of Great Britain in opposing the extension of Chinese railways westward of the River Liao was, in his opinion, wholly unjustifiable and most regrettable, for it created a suspicion, he said, that in supporting the mistaken policy of Japan we were failing to protect our immense interest in the continuance of Chinese sovereignty and the maintenance of the open-door in Manchuria. As is generally known, the powerful journal which Dr. Morrison so ably represents in China holds the suspicion to be entirely unjustified by the facts of the case. It remains a debatable question, and Time alone will decide whether the British Government is actually so blinded by its friendship for Japan as to sacrifice what Dr. MORRISON rightly terms "our immense interest in the continuance of Chinese sovereignty and the maintenance

of the open door in Manchuria." There can be no doubt that China was grievously disappointed that the British Government did not take Dr. Morrison's view of the position in Manchuria when the Fukumen railway question was under discussion. Nevertheless it is very satisfactory to have it on the authority of so competent an observer as Dr. MORRISON himself not only that British policy generally in China is worthy of commendation, but that the suggestion that British influence in China is preposterous. He makes this last observation in one of an interesting series of letters in which he has recorded the impressions of his long journey across the Chinese Empire. Starting from Peking on January 15, he travelled by rail to Honanfu. Thence he rode to Sianfu, in the province of Shensi, and across Kansu, into the province of Sinkiang, the "New Dominion." After reaching the remote frontier city of Kuldja, he turned south over the formidable Tien-shan Range, which he traversed by the Musart Pass. Descending into Chinese Turkestan, he passed through Kashgar to the Turkestan confines of Chinese territory and marched to the railhead of the Russian railway system at Anditan. In the course of his journey he rode 3,760 miles, between the two railways, in 174 days. Throughout that long journey he says he is unable to recall a single disagreeable incident. He was entertained by native Princes, Viceroys, Governors and Tartar Generals he met all manner of people, from the humblest carrier to the most powerful mandarin; and by all he was treated with "equal civility, friendliness and respect." Dr. MORRISON attributes this courtesy to his belonging to "a country which is known to sympathize with every movement in China that has for its object the advancement of the people, the encouragement of education, the extension of liberal ideas, methods of truth, justice and fair dealing." Moreover, he declares that he has never seen on any previous journey more abundant evidence of good will towards an English traveller, and he thinks that British prestige in China has never been higher than at present. In this connection he mentions a very interesting incident. When at Kuldja he first learnt of the death of KING EDWARD by observing the military flags half-mast, and immediately afterwards hearing a Chinese read to a crowd of his fellows from a copy of the local newspaper posted by the Tartar-General's yamen, the sympathetic message from the Wai-wi-pu announcing the death of the "Emperor of the great British nation." "By no possible chance," he adds, "could the authorities in that far distant outpost of the Empire have anticipated that the evidences of mourning would be seen by an English traveller." Another result of this interesting journey has been to confirm more abundantly Dr. MORRISON's faith in the marvellous vitality of China and the infinite possibilities of development, so that despite great blots on the administration he takes a hopeful view of China's future.

The Belford Relief Fund in Shanghai amounted on Saturday last to \$1,621.03.

Sir Henry Berkeley left London on the 23rd ult. for Hongkong, travelling *via* Canada.

H.M.S. *Royal Arthur* left Hongkong for Home yesterday morning with the time-expired men of the station.

The Royal Hongkong Yacht Club season is advertised to open on Saturday, November 5th, when sailing and rowing races will be held.

H.M.S. *Minotaur*, the flagship of the China Squadron, returned to Hongkong from the North yesterday morning. Admiral Winloo is on board the *Albatross*, visiting Yangtse ports.

A marriage has been arranged, and will shortly take place, between Major A. T. Tabor, late 3rd King's Own Hussars, Boringdon Hall, Braintree, Essex, and Kathleen, eldest daughter of Sir Thomas and Lady Jackson, Stansted House, Essex.

Father Valentin Montero, procurator-general of the Franciscan corporation in the Philippines, died at the convent of his order last week. He was 34 years of age, and took the Franciscan habit at the age of 17 years. He came to the Philippines in 1905.

A Peking telegram states that H. I. H. Prince Tsai Hsu has reported to the Throne that the Chinaman who was arrested at San Francisco on suspicion of attempting to murder him has been released. The Prince, who is still on the high seas, has been freely using the wireless means of communication.

A Shanghai vernacular paper says that the International Reform Society has submitted a memorandum to the Government Council praying that prohibition should be instituted against cigarettes in China on the same lines as opium smoking. The Government will refer the subject to the National Assembly.

The Jessfield Inn, Shanghai, has been destroyed by fire.

The 1st Yorkshire Light Infantry, now at Wyalburg, Cape Colony, has been ordered to leave Cape Town for Hongkong on November 7th.

Mr. R. Bryett Turner, barrister-at-law (England), has been admitted to practice in the courts of British North Borneo as a barrister, advocate, solicitor, attorney and pleader.

At the Magistracy yesterday a Chinese was charged with infringing the privileges of the Postmaster-General by bringing fifty letters into the Colony from Kongsan by the steamer *Shan Lee*. He was remanded, bail being fixed at \$500.

At the Magistracy yesterday afternoon an inquiry was conducted by Mr. E. R. Hallifax into the circumstances attending the death in Victoria Gaol of a coolie who died yesterday morning. Deceased, who was admitted to gaol on the 12th inst. convicted of being in illegal possession of opium, was taken to hospital on Sunday in a state of collapse, but died the following morning. Death was due to extreme exhaustion, and the jury returned a verdict in accordance with the medical evidence.

An interesting prosecution instituted by the Revenue Department was brought before Mr. E. R. Hallifax at the Magistracy yesterday when a Chinese shopkeeper in Possession Street was charged with supplying false particulars with regard to 183 jars of spirits of wine. Defendant is accused of having described the contents of the jars as samshu, whereas they contained spirits of wine. As he is charged on two counts, the maximum penalty for which is \$500, bail was fixed at \$1,000.

The *China Critic* of the 7th inst. says:—We learn that H.E. Liu Yu-lin, the new Minister to London, will leave for the South in five days' time. He will make a short stay in Shanghai when he starts for England. It is stated that Madame Liu and the younger children will remain in Macao, only the Misses Liu accompanying the new Minister to the Court of St. James. H.E. Liu has been fortunate enough to secure the services of Doctor Lim Boon Keng as one of his secretaries. Dr. Lim is a graduate of Edinburgh University, and was for many years a prominent practitioner in Singapore and one of the best well-known Chinese in the Straits Settlements.

The London *Gazette* of the 27th ult. announces that the King has given the following gentlemen of the Imperial Chinese Maritime Customs Service his Royal licence and authority to accept and wear decorations (as stated against their respective names) conferred upon them by the Emperor of China in recognition of valuable services rendered by them:—Order of the Double Dragon, First Class, Third Division—Mr. F. W. Carey; Order of the Double Dragon, Third Class, Third Division—Mr. C. P. Dawson; and his Majesty has also granted to Mr. W. E. Scutcheon his Royal licence and authority to accept and wear the Insignia of the Third Class of the Third Division of the Imperial Chinese Order of the Double Dragon.

The daring and impudence of the Chinese fishermen were exemplified in a case brought before Mr. Hallifax at the Magistracy yesterday. Sergeant Gerrard prosecuted the master and foks of a fishing junk for illegally using dynamite for catching fish off Stanley Bay on Monday. It appears that a number of junks, constituting quite a considerable fleet, sailed to the area mentioned and commenced dynamiting in the water, and when information of their doings was conveyed to the sergeant he immediately set out to the scene of their operations. Of course the boats put up their sails and made off, but the officer set off in pursuit and after a long and exciting chase captured one of the offending junks. The master and his five foks were arrested and their haul of fish confiscated. His Worship imposed a fine of \$50 upon the master and ordered the foks to be mulcted in \$10 each.

## A FORMER CHIEF MANAGER OF THE H.K. &amp; S. BANK.

The death is announced in the London papers of Mr. James Greig, late of Hongkong, in his 71st year. Mr. Greig was in the 'seventies Chief Manager of the Hongkong and Shanghai Bank. He was succeeded by Sir Thomas Jackson.

## THE FINANCIAL CRISIS IN THE NORTH.

According to native reports public feeling has become more reassured, says the *N. Y. Daily News* of the 15th inst. It is expected that the Tls. 3,000,000 from the Ts. Ching Bank and the Tls. 2,000,000 from the Communication Bank will be forthcoming, and that these sums will relieve the tension to some extent. The Grand Council has transmitted to the Viceroy of Liang Kiang and the Governor in Sochow a Decree ordering them to devise means to save the situation. The Viceroy again asked permission to issue public loan bonds and received an inquiry from the Throne asking what he proposed for their security. The Ministry of Finance has ascertained that there are Tls. 16,000,000 in silver in stock in its treasury. President Duke Tai Tse of the Ministry of Finance has consulted his colleagues and subordinates, with a view to assist the money market, and has resolved to do all in his power to cope with the crisis. The panic in Peking assumed such serious proportions that some of the Imperial Guards Corps were called out to supplement the police in maintaining order. Despatches from Nanking report suspension of payment by two native banks, with about Tls. 500,000 involved, and the Viceroy has requested President Chang Chien of the Kiangnan Assembly to plan remedial measures.

## TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinances, 1894.]

[FROM THE "CHUNG NGOI SAN FO."]

## THE DIFFICULTIES OF CHINESE BANKS.

GOVERNMENT LOAN FROM YOKOHAMA SPECIE BANK.

PEKING, October 18th.

The Board of Communications has obtained a loan of twelve millions (Taels?) from the Yokohama Specie Bank for the purpose of assisting Banks in various provinces.

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

## THE SITUATION IN PERSIA.

BRITISH AND RUSSIAN INTERVENTION PROBABLE.

LONDON, October 18th.

The "Times" Correspondent at Teheran, referring to the Note which Great Britain has addressed to the Persian Government regarding the injury done to trade by the failure to preserve peace and order in the country, says the steps taken would appear to mark the end of the policy of non-intervention.

Probably the Russians will follow suit in the North. The only alternative to the loan therefore is a virtual partition of the country. Britain naturally prefers the former policy, but desires to handle the situation in closest possible harmony with Russia.

LATER.

Reuter's Correspondent at Teheran reports that the British Note to Persia intimates that unless order in the South is restored within three months, Great Britain will be obliged to take certain measures consisting of the organisation of a local force commanded by Anglo-Indian Officers, the cost of the upkeep to be defrayed by a 10 per cent. surcharge on the Customs of the Persian Gulf. If this proves insufficient a portion of the Fars (?) Customs to be added.

It is presumed that in the event of it being impossible to obtain recruits locally, Great Britain will introduce Indian troops.

## THE BRITISH ROYAL FAMILY AND EX-KING MANUEL.

LONDON, October 18th.

Their Majesties King George and Queen Mary have arranged to visit the Ex-King of Portugal and Queen Amelia on Saturday at Wood Norton, the residence of the Duke of Orleans.

## DISASTROUS "CYCLONE" IN HAVANA.

LONDON, October 18th.

A cyclone did enormous damage in Havana last night. Communication with the interior is cut off to-day.

## RUSSO-ASIATIC BANK.

AN AMALGAMATION.

We are officially informed that on the 17th October the Russo-Chinese Bank amalgamated with the Banque du Nord under the style of the Russo-Asiatic Bank with a capital of Roubles 35,000,000 (fully paid) and Kpg. Tls. 3,500,000 (fully paid), and Reserve Funds of Roubles 17,005,147.60, and Kpg. Tls. 1,670,000.00.

The Russo-Asiatic Bank has 86 branches in Russia and Siberia and 25 branches in Europe, Asia and America. All the engagements of the Russo-Chinese Bank are transferred to the Russo-Asiatic Bank, which assumes full responsibility for the same. The business formerly carried on by the Russo-Chinese Bank in the Far East will be continued by the Russo-Asiatic Bank under the same management.

## THE DUTCH GOVERNMENT AND JAVA.

The Government has brought in a Bill for the purchase of private lands in Indramayoe West, in the district of Indramayoe, province of Cheribon, Java, for a sum of 3,500,000 gulden (£300,000).

## THE BUILDING COLLAPSE IN MORRISON STREET.

## RESULT OF CORONER'S INQUEST.

The inquiry was resumed at the Magistracy yesterday afternoon into the circumstances concerning the building collapse at Nos. 13 and 15, Morrison Street, which took place on September 17th, when nine Chinese met their deaths. The jury consisted of Messrs. A. L. A. Hissink, J. C. Hildebrandt, and F. D. Barreto. Mr. P. W. Gidding appeared in the interests of the tenants of No. 17, Morrison Street, and Mr. M. J. D. Stephens watched the case on behalf of the insurance companies.

Ho Shik Cho, the owner of No. 13, stated that he had a bricklayer employed on the premises at the time of the collapse. He did not know the man who was killed in his house. Witness had not obtained any permit for the work that was being done at his house. A cook-house was being built.

His Worship—Is a permit required, Mr. Hutchings?

Mr. Hutchings, building inspector—It depends on what it is.

Witness said he did not know whether the work was completed at the time of the collapse.

P. Sergt. Lee stated that about 9 p.m. on the 17th ult. he received information of the collapse and proceeded to Morrison Street, where he found that Nos. 13 and 15 had collapsed. Cries of "save life" and groans were coming from under the debris. There was no fire then, but later fire broke out in the rear of No. 15. He assisted to save life. The collapse appeared to be a general one, the houses having fallen across the street. Only the rear walls were left standing. There were shoring poles in the debris. He didn't know where they came from.

You were the first there?—I believe so.

Mr. Stephens—Was there any fire at No. 17?

—I saw no fire when I went there. Fire broke out at the rear of No. 15.

There was no fire at No. 17, during the time you were there?—No.

But fire broke out subsequently at No. 17?—Yes.

Did you see any fire at No. 17?—No.

You did not visit there subsequently?—No.

You can't say whether there was a fire at No. 17?—I can't say.

P. S. Gerrard spoke to finding a dead body at 9 p.m. on the 17th ult. among the debris of the ground floor at No. 13, Morrison Street. Three days later he found another body at the same place. Next day he came across another and later he found the body of a child.

Witness explained that some misunderstanding arose at the identification of the bodies. One was identified as that of Chan Nam, but when another body was taken out it was declared to be that of Chan Nam, and the first was declared unknown. Witness dug out a bag of cement and tools from the debris.

P. S. Blackmann deposed to seeing fire at the back of No. 15 when he reached the locality at 9.15. He saw no more fire. The collapsed houses had fallen outward, including the party wall, but the rear walls were standing. The shoring poles found in the debris seemed to have come from inside the house. They were between Nos. 13 and 15, opposite the party wall between the two houses.

P. C. Burford said the fire at No. 15 was close to the wall of No. 17. There was no fire at No. 17. Witness stated that one of the bodies discovered by him was wrapped in a red blanket, the man evidently having been asleep when overtaken by death. Several beams of the first floor at No. 15 were still attached to the wall of No. 17, and the bulk of the debris was on the top of the first floor of No. 15, though a great deal was in the street. All the shoring poles he noticed in the debris evidently came from No. 11.

P. S. Watt said that he saw at the Government Civil Hospital on September 18th the body of a man who had been taken from the debris alive but died in hospital.

Lee Choi, scaffold builder, said he shored up the beams of No. 13, Morrison Street on September 6th. The shoring was inside the house. No strain was put on the party wall, the shoring being all perpendicular.

Mr. James Hutchings, building inspector in the Public Works Department, said that on the night of the 17th ult. about 11 p.m. he was called by the police, who informed him there had been a collapse in Morrison Street. He proceeded there and found that Nos. 13 and 15 had collapsed and the roof of No. 17 had fallen in. He sent for coolies to assist the police in digging out the victims and also to shore up the walls which were dangerous. The front wall of Nos. 13 and 15 and the upper portion of No. 17 had fallen into the street, while the roof had caved in. The collapse appeared to have occurred near the party wall of Nos. 13 and 15 because the front had been pushed into the street. The party wall collapsed all the way down to the first floor. No 17 suffered severely, the walls having been twisted and torn. On the 2nd September he visited Nos. 11 and 13 on information received that the party wall had been fractured. He found a severe bulge on the side. He understood from the inhabitants that they were afraid and were going to clear out. He reported the matter at once and notice was served on the owner of No. 11 on the 2nd ult. to pull the house down. Notice was also served on the owner of No. 13 to take his north party wall down. Later in the day he visited the place to see if the shoring was being carried out at No. 11 and found the men at work. Next day he went there again and saw that the party considered most dangerous had been safely shored. The inhabitants had moved. The owner of No. 13 had done nothing. He called on him and told him if he did not do the work the Government would do it and charge it to him. Next day the work

was commenced. He did not notice any serious defects on the other party wall at that time. One fact he noticed, however, was that the whole place was very heavily loaded with goods and merchandise. He noticed nothing wrong with the wall of No. 15. He visited the place again before the collapse and found both Nos. 11 and 13 in a dangerous state. The houses were usually, so full of goods that it was impossible to see the walls. The houses in question were over 25 years old. He would say the collapse was due to inherent weakness of the walls. In all these houses the beams were let into the walls, but under the new regulations this was illegal. White ants were very difficult to detect. He did not examine house No. 15. It was not part of his duty to go about examining old houses, but he went to them as soon as they were reported to him. Weakness of one dividing wall did not necessarily mean that the other dividing wall was weak as well. It was quite safe to pull down one side wall and leave the other standing. The only visible signs of weakness in a wall were bulging and cracks, but sometimes crushing might be seen, due to weakness and erosion of the bricks. He would ascribe the collapse of the wall to bad material and workmanship. They were, however, better than the Jervoise Street walls. There was nothing in the building regulations limiting the quantity of goods that could be stored in such buildings. They could be loaded to whatever limit the tenants wished without restriction.

The Jury found that the death of the Chinese was due to the collapse of the building; and that the collapse was due to defective walls; that there was no negligence on the part of the Public Works Department, but that the inspection should have been more thorough.

## FAREWELL TO H. E. LIU YU-LIN.

His Excellency Liu Yu-Lin, the New Minister to London, was the guest at a dinner given recently at Hotel des Wagnons-Lits, Peking, by a thoroughly representative gathering of British subjects. Mr. F. A. Aglen, Acting Inspector-General of the Imperial Maritime Customs, presided, and in proposing the health of the guest said—

Gentlemen—It is now my pleasant task to propose the toast of the evening. For reasons which will be readily appreciated by all present our country's representative, Mr. Liu Yu-Lin, has been unable to take the chair to-night, but we all welcome his presence here and the support which it lends to our proceedings.

Gentlemen, this Excellency Liu Yu-Lin needs no introduction to you. For some time past he has occupied an important post in the official life of the Capital. Had that, however, been all, he might still be merely a name to many of us here present. A name familiar enough in the Chinese Legation, but still merely a name. There is, however, in Peking, apart from the official or business lives that all of us are compelled to lead and which occupy so much of our time, another side of our existence and one which makes Peking for foreign residents one of the most desirable places in the Far East. I allude, of course, to our social life. It is in this side that many of us have come into an intimate contact with his Excellency and it is in this connection that we have got to know him so well. It is not for me to dwell on the diplomatic abilities of his Excellency, his appointment to so important a post as the Court of St. James' is evidence of the weight his Government attaches to them and that they have been proved to be of no mean order. But to his social gifts and the qualities which have placed him in the front rank of those who have been endeavouring to break down the barriers which have so long interposed between Chinese and foreign society here I can, although comparatively a new comer, testify. To his foreign friends his Excellency is known as a charming host, a good sportsman, and a welcome guest. He can handle a cue with the best of us, he is, I believe, no mean judge of a race pony, and he plays an excellent hand at bridge. He will, I need hardly say, be greatly missed from our midst, but these very qualities which have enabled him to play so important a part in our social life will go far to make him welcome in the sphere to which he is now called.

The responsibility at this time attaching to those who go abroad to represent this great nation is a very real one. It is of the utmost importance for a good understanding between Chinese and foreign countries that those who represent the former should have sympathy with and thoroughly understand foreign points of view. Gentlemen, his Excellency, I think, admirably equipped by the experience he has gained and the training he has undergone to understand and sympathize with our countrymen. Educated in America, he has held office in London and South Africa and has come into contact with Englishmen of all degrees and shades of opinion. His sojourn in one of our most important Crown Colonies in Asia will have still further enabled him to appreciate British aims and aspirations, and I can assure nothing but good for the country he represents and that to which he is accredited, from the appointment he is soon to take up. For those of us who have made a second home in China and have known his Excellency in Peking, it will always be pleasant to reflect that on our brief visits home we shall always have a friend at No. 49, Portland Place.—From the *N. C. Daily News* report.

The Aldershot Coroner last month held an inquest on the body of Lionel William Shute, a sergeant of the Wireless Company. Royal Engineers, who died suddenly while out exercising some horses. Medical evidence showed that a large artery leading from the heart was found on a post-mortem examination to be so diseased that a sudden strain would cause death. A verdict of death from natural causes was returned.

The deceased sergeant had an interesting career, for outside his military service he was twice decorated by the Royal Humane Society for bravery. He won the first award in Hongkong on the 30th June, 1899, when a boat containing a number of coolies was capsized in the harbor, and Shute jumped from the pier and saved four of the men, bringing them out one by one. For this act he was awarded the bronze medal. On the 1st August, 1900, he again saved a man from the harbour, and he was awarded a testimonial on vellum.

The deceased, who was only 33 years of age, had 19 years' service; he had served abroad in Hongkong and Esquimaux (British Columbia). He was the eldest son of Captain W. J. Shute, who was quartermaster of the troops and companies in Aldershot in 1906, when he retired. Deceased leaves a widow and two young children.

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## SUPREME COURT.

Tuesday, October 18th.

## IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PIGOTT  
(CHIEF JUSTICE).

## SEAMAN ARRAIGNED FOR FORGERY.

Robert Stuart was indicted on three counts of forgery. Prisoner pleaded not guilty, and the following jurors were empanelled:—

G. K. Haxton (foreman), J. Simpson, A. L. Dawson, F. de Silva, R. L. Bridger, E. J. von Delden and W. Manning.

Mr. C. G. Alabaster, instructed by Mr. H. L. Denny, senior, Acting Crown Solicitor, prosecuted, and prisoner was undefended.

Mr. Alabaster said that prisoner was charged on three counts. One charged him with forgery with intent to defraud, the second with uttering a document well knowing the same to be forged, and the third with obtaining goods by means of a document which purported to come from the captain of the ship. Prisoner was a seaman on the s.s. *Drumellan*, and on October 9th he was entitled to certain money as wages, but according to custom it was left in the hands of the captain. Prisoner therefore did not take the money on shore with him when he obtained leave from Saturday till the following Monday. Tradesmen would not give strange people credit, therefore captain usually gave members of their crew a bit whereby they could obtain goods. The captain of the *Drumellan* had given prisoner notice that he would not be responsible for any chits a few days previous to the alleged offence, and he did not authorise the purchase of the goods. On Sunday at 3 o'clock in the afternoon prisoner went and obtained some clothing, gave a document to a value of \$20 purporting to come from the captain, with a footnote that the tradesman was to go on board the following day and get the money. When charged prisoner said that he drank, and did not know what he was doing, did not intend to defraud.

His Lordship—How much had the master in possession belonging to prisoner?

Alabaster—About \$90.

His Lordship—Is the captain prepared to say he would not pay the money?

Alabaster—Yes.

His Lordship—Had he the right to withhold

Alabaster—I don't know.

His Lordship—Did you deny anything about the chit, but denied any intention to defraud.

His Lordship—The jury returned a verdict of guilty, and his Lordship sentenced the accused to three years' imprisonment with hard labour.

LARCENY.

Tung Wah was indicted on a charge of larceny. Prisoner pleaded not guilty, and the same jurors as in the previous case.

His Lordship—The jury returned a verdict of guilty, and his Lordship sentenced the accused to three years' imprisonment with hard labour.

KIDNAPPING.

Tung Wah was arraigned on a charge of kidnapping. A plea of not guilty was entered, and the same jurors as in the previous case.

His Lordship—The jury returned a verdict of guilty, and his Lordship sentenced the accused to three years' imprisonment with hard labour.

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They had heard the formidable document read by an officer of the Court, and it charged him with obtaining money from eleven distinct persons—in most cases \$1, in one case \$2—by false pretences. The facts were very simple, but the fraud, the Attorney-General would submit, was a most scandalous one, and it was obviously the outcome of a carefully considered plot to rob a number of poor villagers in the New Territory. On September 6th the prisoner visited the village of Kan Pui Shok, and on the previous day two adjacent villages. The mode of operation was a very simple one. The prisoner proceeded to one house after another, represented himself to be a Government official, and told the tenants that the Government had made a new law, that according to that law their houses had to be renumbered, and that each villager whom he called on was required to pay \$1 in respect of the renumbering of his house. Having obtained \$1, the accused presented each of the parties with a printed number, and told them to keep that number and on the following day a man would call to repaint the house. Having obtained the dollar and left the number, the prisoner made himself scarce. Needless to say that no one called next day to renumber the houses, and that the whole story from beginning to end was a pure invention on the part of the accused to defraud these unfortunate people. The various witnesses would tell very much the same story as to what took place. In the case of one woman he told her that if she did not pay up she would be fined. He told another man that if he failed to pay he would be arrested and prosecuted, and in the case of a third the prisoner said he would have him arrested. The witnesses would say, in each case, that they parted with the money entirely on the false pretence which this man set up. He posed as a Government official and they, believing that he was entitled to collect this dollar, paid it. All the witnesses spoke definitely as to the man's identity, and he did not think the jury would have any doubt about it. The prisoner was fortunate in having the services of Mr. Potter, but the Attorney-General could not anticipate what the defence was likely to be. As far as his instructions were concerned, it was a very clear case against the prisoner.

A number of Chinese witnesses testified to the defendant calling at their houses, representing himself as an officer of the Public Works Department, and stating that the houses would have to be renumbered. He obtained \$1 or \$2 from each of them.

Sergeant Appleton spoke to being outside the Soldiers' and Sailors' Institute on the evening of September 7th. The defendant came along in a ricksha, and witness, approaching, said to him "Good evening, Mr. Grant. You know I am a police officer?" Defendant said, "Yes," and witness told him that he would have to arrest him for obtaining money by fraud from several Chinese. The Sergeant then cautioned him in the usual way, and accused said, he knew nothing about the matter. Witness sentenced the prisoner at the Central Station and found \$8 in notes and some old cents.

After formal evidence adduced by Inspector Sullivan, the case for the Crown closed.

Mr. Potter, for the defence, said it was the duty of the Crown to prove its case. It was the duty of the Crown to convince the jury that the man was guilty before they could convict him. In a case such as this the Crown had to prove several things. First of all they had to prove, beyond all reasonable doubt, that the man in the dock was the man who had committed the offence. There were two points which must have struck the jury. First, they had produced in evidence a number of printed numbers, presumably numbers which the man who committed this crime got printed for the purposes of the crime. In a place like Hongkong, where the number of printing offices is limited, one would have imagined that it would not have been beyond the powers of a Hongkong detective to have traced that printing office, and to have adduced some evidence as to the man who got the numbers printed. It was a childishly simple point, and Counsel would have thought it would have been the very first thing the Crown would have done. But no; they were quite content with the witnesses from the country, without endeavouring to discover the printing office. They were satisfied to take their chance with the evidence as it was. There was a second point which the Crown could have proved without the least possible difficulty. That was, whether or not the accused spoke Chinese. It was not for the speaker to prove that the prisoner did not speak Chinese. It was not for him to prove that the accused was not guilty, but it was for the Crown to prove that he was guilty. It was in evidence that the defendant was formerly employed in a Government Department. He was a land surveyor in the Public Works Department, and the Crown could have called witnesses to say whether or not he spoke Chinese. If the jury were satisfied that the money was not obtained as a result of the pretence set out in the charge, they were bound to acquit the prisoner. Every one of the Crown witnesses had negatived the case for the Crown.

The Attorney-General said his learned friend, Mr. Potter, was always versatile, and always had many strings to his bow, but in this case he found himself in the position of having all the facts against him. The evidence abundantly established the charge which appeared in the indictment. He submitted that the whole of these transactions conveyed to the minds of each of the witnesses that the defendant was authorised to collect a fee from each, and they paid it because he went there as an employee of the Government for the purpose of collecting the fee. Two preliminary facts had been established. The first was that houses

in the new Territory were numbered by Government officials only. These people knew it, and the only man therefore entitled to exact any money in respect of the numbering of houses would be a Government official. As no fees had, hitherto been charged, what did the defendant do? With a vast amount of audacity, he was clever enough to say that a new law had been passed to authorise the changing of numbers. He threatened them, and in order to impress the villagers still further, produced numbers and obtained the money by fraud. Another point established was that the accused had been a Government official, and it was part of his duty to visit the villages in question. Mr. Potter said there was no proof that the prisoner could speak Chinese, but all the witnesses spoke to it. He submitted that if the jury were to acquit the prisoner on the technicality raised by Mr. Potter, it would be defeating the ends of justice.

His Lordship, directing the jury, said they had first to decide the identity of the defendant. Then, if they found there was a threat and false pretences, they would be entitled to return a verdict of guilty against the prisoner.

The jury retired to consider their verdict. On returning into Court some ten minutes later the foreman announced that they were unanimous in finding the prisoner not guilty on all counts.

Accused was discharged.

## RAILWAY CONSTRUCTION IN WESTERN CANADA.

## THE DEMAND FOR CHINESE LABOUR.

VICTORIA (B.C.), Sept. 26.

The shortage of labour will not permit of the completion of the Grand Trunk Pacific Railway by 1914 as was planned, and proposals are being made that 20,000 Chinese be brought to join the railway builders in British Columbia. The Canadian Pacific Railway would have been held back many years had the Chinese not been brought in to build it, and the Grand Trunk line is being held back; last week the company abandoned the idea of calling for tenders this year for the 500 mile section between Yellowhead Pass and Aldermere in the Bulkley valley, the contract for which was to have been allotted next month. The proposal to bring in Chinese is not acceptable to the Federal or Provincial Governments. The politicians at Ottawa and Victoria fear the advocacy of any such scheme as this; and in Canada political considerations count usually before practical ones. The question of Oriental immigration has been one of the great political issues of the West—the riots at Vancouver indicated the feeling against the brown and yellow worker. Western Canada is in great need of labour; and the cheap labour of the Chinese would greatly assist in the development of the country.

When Mr. Smithers, chairman of the board of directors of the Grand Trunk Pacific Company, was in Victoria after returning with President Hays and party from Prince Rupert, he interviewed Mr. McBride, the Premier of British Columbia, seeking a modification of the clause in the agreement between the Province and the Railway Company which forbids the employment of Orientals on construction work in British Columbia. Mr. McBride would not hear of a change. As a politician he dare not. Therefore the railway company have altered their plans. Messrs. Foley, Walsh, & Stewart, the contractors who took up the work of building the 140 miles from the Skeena River cañon to Aldermere, were expected to take up the work to Yellowhead Pass, but Mr. Stewart announced to the president of the railway when he visited Prince Rupert that his firm would not take the contract owing to the shortage of labour.

That the Dominion Government will be asked to sanction the bringing in of 20,000 Chinese, probably under bond, in the same way as the Chinese mine workers were taken to Johannesburg, for the building of the Grand Trunk Pacific Railway is generally believed, but it is not anticipated that the Dominion Government will be strong enough to agree. The result will be that the construction work will drag along slowly, year after year, and that the entry of the first train to Prince Rupert in many years distant. In company with Sir Wilfrid Laurier and his party, I recently made a trip over the forty miles of railroad that has been completed along the bank of the Skeena River, and the amount of work necessary to build that section was apparent. The whole way was almost a great quarry, rock-cut following rock-cut. The line will certainly be an expensive one. The difficulty in securing sufficient labour for the construction work is increased by the system adopted. The company awarded the contract for sections of approximately one hundred miles to a firm of railway builders, and this firm sublet contracts to others. The sub-contractors also sublet work, and so on, until little parties of workmen were contractors for a mile or less. As each contractor and sub-contractor profited the wage of the worker was gradually lessened. The ruling rate of pay at most of the camps is 12s. 6d. per day, and the worker gets 25s. per week to the contractor for his board at the "bunk-house." The weather in the Skeena River section is moist, and it is seldom that the worker has six days to his credit in the working week. Furthermore, the worker buys his clothing and supplies from the contractor's store at enhanced prices, with the result that his wage is small in comparison with that to be derived in other employments. When the Canadian Pacific Railway was built the China Supply Company was formed in San Francisco by the late Mr. D. O. Mills, Mr. A. Onderdonk, and others, and some Chinese, and this firm took the contract for the Government section of the present line of the Canadian Pacific Railway from Port Moody to Savona Ferry. To build the road about 25,000 Chinese were brought to Victoria by sailing ships, the Chinese being recruited in Canton, and it was because of this event that the Chinese were first with the desire to emigrate across the Pacific.

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The difficulty in securing sufficient labour for the construction work is increased by the system adopted. The company awarded the contract for sections of approximately one hundred miles to a firm of railway builders, and this firm sublet contracts to others. The sub-contractors also sublet work, and so on, until little parties of workmen were contractors for a mile or less. As each contractor and sub-contractor profited the wage of the worker was gradually lessened. The ruling rate of pay at most of the camps is 12s. 6d. per day, and the worker gets 25s. per week to the contractor for his board at the "bunk-house." The weather in the Skeena River section is moist, and it is seldom that the worker has six days to his credit in the working week. Furthermore, the worker buys his clothing and supplies from the contractor's store at enhanced prices, with the result that his wage is small in comparison with that to be derived in other employments. When the Canadian Pacific Railway was built the China Supply Company was formed in San Francisco by the late Mr. D. O. Mills, Mr. A. Onderdonk, and others, and some Chinese, and this firm took the contract for the Government section of the present line of the Canadian Pacific Railway from Port Moody to Savona Ferry. To build the road about 25,000 Chinese were brought to Victoria by sailing ships, the Chinese being recruited in Canton, and it was because of this event that the Chinese were first with the desire to emigrate across the Pacific.

The difficulty in securing sufficient labour for the construction work is increased by the system adopted. The company awarded the contract for sections of approximately one hundred miles to a firm of railway builders, and this firm sublet contracts to others. The sub-contractors also sublet work, and so on, until little parties of workmen were contractors for a mile or less. As each contractor and sub-contractor profited the wage of the worker was gradually lessened. The ruling rate of pay at most of the camps is 12s. 6d. per day, and the worker gets 25s. per week to the contractor for his board at the "bunk-house." The weather in the Skeena River section is moist, and it is seldom that the worker has six days to his credit in the working week. Furthermore, the worker buys his clothing and supplies from the contractor's store at enhanced prices, with the result that his wage is small in comparison with that to be derived in other employments. When the Canadian Pacific Railway was built the China Supply Company was formed in San Francisco by the late Mr. D. O. Mills, Mr. A. Onderdonk, and others, and some Chinese, and this firm took the contract for the Government section of the present line of the Canadian Pacific Railway from Port Moody to Savona Ferry. To build the road about 25,000 Chinese were brought to Victoria by sailing ships, the Chinese being recruited in Canton, and it was because of this event that the Chinese were first with the desire to emigrate across the Pacific.

The difficulty in securing sufficient labour for the construction work is increased by the system adopted. The company awarded the contract for sections of approximately one hundred miles to a firm of railway builders, and this firm sublet contracts to others. The sub-contractors also sublet work, and so on, until little parties of workmen were contractors for a mile or less. As each contractor and sub-contractor profited the wage of the worker was gradually lessened. The ruling rate of pay at most of the camps is 12s. 6d. per day, and the worker gets 25s. per week to the contractor for his board at the "bunk-house." The weather in the Skeena River section is moist, and it is seldom that the worker has six days to his credit in the working week. Furthermore, the worker buys his clothing and supplies from the contractor's store at enhanced prices, with the result that his wage is small in comparison with that to be derived in other employments. When the Canadian Pacific Railway was built the China Supply Company was formed in San Francisco by the late Mr. D. O. Mills, Mr. A. Onderdonk, and others, and some Chinese, and this firm took the contract for the Government section of the present line of the Canadian Pacific Railway from Port Moody to Savona Ferry. To build the road about 25,000 Chinese were brought to Victoria by sailing ships, the Chinese being recruited in Canton, and it was because of this event that the Chinese were first with the desire to emigrate across the Pacific.

The difficulty in securing sufficient labour for the construction work is increased by the system adopted. The company awarded the contract for sections of approximately one hundred miles to a firm of railway builders, and this firm sublet contracts to others. The sub-contractors also sublet work, and so on, until little parties of workmen were contractors for a mile or less. As each contractor and sub-contractor profited the wage of the worker was gradually lessened. The ruling rate of pay at most of the camps is 12s. 6d. per day, and the worker gets 25s. per week to the contractor for his board at the "bunk-house." The weather in the Skeena River section is moist, and it is seldom that the worker has six days to his credit in the working week. Furthermore, the worker buys his clothing and supplies from the contractor's store at enhanced prices, with the result that his wage is small in comparison with that to be derived in other employments. When the Canadian Pacific Railway was built the China Supply Company was formed in San Francisco by the late Mr. D. O. Mills, Mr. A. Onderdonk, and others, and some Chinese, and this firm took the contract for the Government section of the present line of the Canadian Pacific Railway from Port Moody to Savona Ferry. To build the road about 25,000 Chinese were brought to Victoria by sailing ships, the Chinese being recruited in Canton, and it was because of this event that the Chinese were first with the desire to emigrate across the Pacific.

The difficulty in securing sufficient labour for the construction work is increased by the system adopted. The company awarded the contract for sections of approximately one hundred miles to a firm of railway builders, and this firm sublet contracts to others. The sub-contractors also sublet work, and so on, until little parties of workmen were contractors for a mile or less. As each contractor and sub-contractor profited the wage of the worker was gradually lessened. The ruling rate of pay at most of the camps is 12s. 6d. per day, and the worker gets 25s. per week to the contractor for his board at the "bunk-house." The weather in the Skeena River section is moist, and it is seldom that the worker has six days to his credit in the working week. Furthermore, the worker buys his clothing and supplies from the contractor's store at enhanced prices, with the result that his wage is small in comparison with that to be derived in other employments. When the Canadian Pacific Railway was built the China Supply Company was formed in San Francisco by the late Mr. D. O. Mills, Mr. A. Onderdonk, and others, and some Chinese, and this firm took the contract for the Government section of the present line of the Canadian Pacific Railway from Port Moody to Savona Ferry. To build the road about 25,000 Chinese were brought to Victoria by sailing ships, the Chinese being recruited in Canton, and it was because of this event that the Chinese were first with the desire to emigrate across the Pacific.

The difficulty in securing sufficient labour for the construction work is increased by the system adopted. The company awarded the contract for sections of approximately one hundred miles to a firm of railway builders, and this firm sublet contracts to others. The sub-contractors also sublet work, and so on, until little parties of workmen were contractors for a mile or less. As each contractor and sub-contractor profited the wage of the worker was gradually lessened. The ruling rate of pay at most of the camps is 12s. 6d. per day, and the worker gets 25s. per week to the contractor for his board at the "bunk-house." The weather in the Skeena River section is moist, and it is seldom that the worker has six days to his credit in the working week. Furthermore, the worker buys his clothing and supplies from the contractor's store at enhanced prices, with the result that his wage is small in comparison with that to be derived in other employments. When the Canadian Pacific Railway was built the China Supply Company was formed in San Francisco by the late Mr. D. O. Mills, Mr. A. Onderdonk, and others, and some Chinese, and this firm took the contract for the Government section of the present line of the Canadian Pacific Railway from Port Moody to Savona Ferry. To build the road about 25,000 Chinese were brought to Victoria by sailing ships, the Chinese being recruited in Canton, and it was because of this event that the Chinese were first with the desire to emigrate across the Pacific.

The difficulty in securing sufficient labour for the construction work is increased by the system adopted. The company awarded the contract for sections of approximately one hundred miles to a firm of railway builders, and this firm sublet contracts to others. The sub-contractors also sublet work, and so on, until little parties of workmen were contractors for a mile or less. As each contractor and sub-contractor profited the wage of the worker was gradually lessened. The ruling rate of pay at most of the camps is 12s. 6d. per day, and the worker gets 25s. per week to the contractor for his board at the "bunk-house." The weather in the Skeena River section is moist, and it is seldom that the worker has six days to his credit in the working week. Furthermore, the worker buys his clothing and supplies from the contractor's store at enhanced prices, with the result that his wage is small in comparison with that to be derived in other employments. When the Canadian Pacific Railway was built the China Supply Company was formed in San Francisco by the late Mr. D. O. Mills, Mr. A. Onderdonk, and others, and some Chinese, and this firm took the contract for the Government section of the present line of the Canadian Pacific Railway from Port Moody to Savona Ferry. To build the road about 25,000 Chinese were brought to Victoria by sailing ships, the Chinese being recruited in Canton, and it was because of this event that the Chinese were first with the desire to emigrate across the Pacific.

The difficulty in securing sufficient labour for the construction work is increased by the system adopted. The company awarded the contract for sections of approximately one hundred miles to a firm of railway builders, and this firm sublet contracts to others. The sub-contractors also sublet work, and so on, until little parties of workmen were contractors for a mile or less. As each contractor and sub-contractor profited the wage of the worker was gradually lessened. The ruling rate of pay at most of the camps is 12s. 6d. per day, and the worker gets 25s. per week to the contractor for his board at the "bunk-house." The weather in the Skeena River section is moist, and it is seldom that the worker has six days to his credit in the working week. Furthermore, the worker buys his clothing and supplies from the contractor's store at enhanced prices, with the result that his wage is small in comparison with that to be derived in other employments. When the Canadian Pacific Railway was built the China Supply Company was formed in San Francisco by the late Mr. D. O. Mills, Mr. A. Onderdonk, and others, and some Chinese, and this firm took the contract for the Government section of the present line of the Canadian Pacific Railway from Port Moody to Savona Ferry. To build the road about 25,000 Chinese were brought to Victoria by sailing ships, the Chinese being recruited in Canton, and it was because of this event that the Chinese were first with the desire to emigrate across the Pacific.

The difficulty in securing sufficient labour for the construction work is increased by the system adopted. The company awarded the contract for sections of approximately one hundred miles to a firm of railway builders, and this firm sublet contracts to others. The sub-contractors also sublet work, and so on, until little parties of workmen were contractors for a mile or less. As each contractor and sub-contractor profited the wage of the worker was gradually lessened. The ruling rate of pay at most of the camps is 12s. 6d. per day, and the worker gets 25s. per week to the contractor for his board at the "bunk-house." The weather in the Skeena River section is moist, and it is seldom that the worker has six days to his credit in the working week. Furthermore, the worker buys his clothing and supplies from the contractor's store at enhanced prices, with the result that his wage is small in comparison with that to be derived in other employments. When the Canadian Pacific Railway was built the China Supply Company was formed in San Francisco by the late Mr. D. O. Mills, Mr. A. Onderdonk, and others, and some Chinese, and this firm took the contract for the Government section of the present line of the Canadian Pacific Railway from Port Moody to Savona Ferry. To build the road about 25,000 Chinese were brought to Victoria by sailing ships, the Chinese being recruited in Canton, and it was because of this event that the Chinese were first with the desire to emigrate across the Pacific.

The difficulty in securing sufficient labour for the construction work is increased by the system adopted. The company awarded the contract for sections of approximately one hundred miles to a firm of railway builders, and this firm sublet contracts to others. The sub-contractors also sublet work, and so on, until little parties of workmen were contractors for a mile or less. As each contractor and sub-contractor profited the wage of the worker was gradually lessened. The ruling rate of pay at most of the camps is 12s. 6d. per day, and the worker gets 25s. per week to the contractor for his board at the "bunk-house." The weather in the Skeena River section is moist, and it is seldom that the worker has six days to his credit in the working week. Furthermore, the worker buys his clothing and supplies from the contractor's store at enhanced prices, with the result that his wage is small in comparison with that to be derived in other employments. When the Canadian Pacific Railway was built the China Supply Company was formed in San Francisco by the late Mr. D. O. Mills, Mr. A. Onderdonk, and others, and some Chinese, and this firm took the contract for the Government section of the present line of the Canadian Pacific Railway from Port Moody to Savona Ferry. To build the road about 25,000 Chinese were brought to Victoria by sailing ships, the Chinese being recruited in Canton, and it was because of this event that the Chinese were first with the desire to emigrate across the Pacific.

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## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 33. Telephone No. 12.

Telegraphic Address: PIGAS Codes: L.B.G.

5th Ed-Liber's.

## NEW ADVERTISEMENTS

**WOOLLENS, SOFT GOODS, etc.** Two Gentlemen in England, thoroughly experienced in buying all classes of Woollens, Cotton Textiles, etc., Millinery, Soft and Fancy Goods generally, also with good knowledge of requirements of the Eastern Markets, commencing business on own account as Home Buyers, are open to represent good Eastern Firms. Highest references, first-class buying connection. Write fully to—**"WOOLLENS"**.

Care of "Daily Press" Office.

**HONGKONG FIRE INSURANCE CO., LIMITED.**

## NOTICE.

**NOTICE IS HEREBY GIVEN** that SCRIPT CERTIFICATE with respect to 4 shares numbered 770 (7704) in the above-named Company standing in the name of **Mr. YEONG NAI ON** of Hongkong, has been LOST and should the same not be produced before the 2nd proximo, a new Scrip Certificate will be issued to the said **Mr. YEONG NAI ON**, and no transaction taking place under the old Scrip Certificate will be recognised by the Company.

**JARDINE, MATHESON & Co., Ltd.,** General Managers.

Hongkong, 18th October, 1910. [1189]

**THE ROYAL HONGKONG YACHT CLUB.**

## NOTICE.

SEASON 1910-1911.

**THE SEASON WILL OPEN ON SATURDAY, November 5th;** when Races will be held for Yachts sailed by Ladies and Rowing Races will also be arranged.

Racing will commence at 3.00 p.m., and it is hoped all Members will be present and will bring their Friends.

By Order,

**S. J. CHINCHEN,**  
Hon. Secretary and Treasurer.

Hongkong, 19th October, 1910. [1188]

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**

## NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

**THE Company's Steamship**

## "CHINA"

having arrived, Consignees of Cargo are hereby informed that their Goods are being loaded at the Godowns of The Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained.

The Steamship brings Cargo from Venice ex s.s. "Almisa," "Sultan," and "Metecovich" transhipped at Trieste, Trieste ex s.s. "Africa," transhipped at Bombay.

Optional Cargo will be discharged here unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the office of the Undersigned before Noon on the 24th inst., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 10 a.m.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd inst. will be subject to rent.

Bills of Lading will be countersigned by **SANDER, WIELER & Co.,** Agents.

Princes' Building, Hongkong, 17th October, 1910. [3]

## JUST PUBLISHED:

**"POPPY PETALS,"**

By D.R.C.

Author of "LUI SING,"

"The Flight of an Arrow," &c.

Price ... \$3.50.

**THESE TALES** are not the wroten tissue of the writer's brain, but are veritable STUDIES FROM LIFE, from the author's large observation among the sort of people depicted. The book reveals undercurrents and conditions of life in the Far East little known to the ordinary resident.

**KELLY & WATSON, Ltd.,**

Hongkong, 27th September, 1910. [1114]

## JUST UNPACKED.

**A SPLENDID ASSORTMENT** of the following Latest Novelties:

UP-TO-DATE STYLES.

The "Setwell" Hair Rolls,

Hair Frizzettes.

The Improved "Coiffette" Hair

Rolls.

The "Turbanette," Latest

Parisian Flexible Hair Forms.

Indispensable to the Present

Style of Hair-Dressing.

**HOOSAIN-ALI & Co.,**

No. 14, Queen's Road Central.

Hongkong, 15th October, 1910. [707]

**JUST RECEIVED AND FOR SALE** for the PRESENT SEASON

From the AGRICULTURAL and HORTICULTURAL ASSOCIATION of LONDON.

A selection of the best varieties of their famous and tested

VEGETABLE and FLOWER

SEEDS.

ALSO

GARDEN FERTILISERS, BOOKS ON GARDENING, &c., &c.

**GRACA & CO.,**

1131] 27, DES VOUX ROAD, HONGKONG.

## INTIMATIONS

## HARMSTON'S CIRCUS.

**THE OPENING NIGHT** has been POSTPONED until FRIDAY, 28th October.

Further Particulars later.

**R. ALTON,** Agent.

Hongkong, 17th October, 1910. [1178]

**G. R.**

SANITARY BOARD OFFICE, Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

**TAKE NOTICE** that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYELAWS (as amended), every domestic building or part of such building within the EASTERN Division of the City of Victoria and the EASTERN Division of Kowloon, occupied by Members of more than one family, except those within the European Reservation or in Kowloon South of Austin Road or those parts of a domestic building used as a Shop, Office or Godown, must be CLEANSED and LIMEWASHED THROUGHOUT by the owners during the months of October and November.

N.B.—The word "throughout" used in this notice means that the houses should be limewashed in respect of all the Walls of each Room, all Cubicle Partitions, Stair Casings and Slat Landings, all Ceilings and the Under-sides of Roofs in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Backyard must have its Containing Walls limewashed up to the level of the First Floor.

Carved, Painted or Polished Woodwork in good condition, however, need not be limewashed, but must be Cleaned.

The Eastern Division of the City is bounded on the West by Gilman Street and Peel Street, Kowloon is divided into the Eastern and Western Divisions by Nathan Road and a straight line drawn from the North thereof through the Yau-mai Service Reservoir to the Northern boundary of Kowloon.

The Government Limewashing Contractor is prepared to cleanse and limewash floors at the rate of 95 cents per floor, on application being made to the Secretary of the Sanitary Board.

Dated this 15th day of October, 1910.

**W. BOWEN-BOWLANDS,** Secretary.

1174]

## FOR SALE.

**REMAINING PORTIONS of MARINE**

LOTS 31 and 35, at PRAYA EAST.

Approximate Area, 43,000 Square Feet.

**TO BE LET OR SOLD**

IN LOTS TO SUIT TENANTS OR PURCHASERS.

**MARINE LOT**

No. 285

EXTENSIVE WATER

FRONTAGE, DEEP WATER.

Apply—

**G. FENWICK & Co., Ltd.,**

ENGINEERS, &c.,

PRAYA EAST, HONGKONG.

Hongkong, 8th June, 1906.

ON SALE.

**HONGKONG HANSARD REPORTS**

of the MEETINGS of the

LEGISLATIVE COUNCIL for the

Session 1909.

REVISSED BY THE MEMBERS.

PRICE ... \$3.

DAILY PRESS OFFICE.

Hongkong, 21st February, 1910. [316]

**APPLES**

**APPLES**

"TASMANIAN STURMERS"

OF

EXCELLENT QUALITY

20 Cents Per lb.

**THE**

**DAIRY FARM CO., LTD.**

[42]

**SHOT MANUFACTURERS.**

**BREY IMPROVED CHILLED SHOT**

Co., Ltd., Newcastle-on-Tyne. Makers

of Chilled Hard and Soft Shot (Wholesale only).

**CARTRIDGES, SPORTING**

(ABBEY BRAND).

Loaded by the ABBEY IMPROVED

CHILLED SHOT Co., Ltd., Newcastle-on-Tyne. Makers of Chilled Hard and Soft Shot (Wholesale only).

[925]

**NEW CARTRIDGES.**

**BY** popular English Manufacturers. In

all Bore and Sizes.

**SMOKELESS POWDERS and CHILLED**

SHOTS. From No. 10 to 55SG. at \$6, \$7 and

\$7.50 per 100, SPORTING REQUISITES

and AIR-GUNS in Variety.

Inspection Invited.

**WM. SCHMIDT & Co.,**

Hongkong, 26th October, 1906. [1181]

**AUTOMATIC BROWNING**

**POCKET PISTOLS.**

**CALIBRE 7.65 mm.**

With CHAMBER for 8 CARTRIDGES

FIRING 8 SHOTS in 2 SECONDS.

**SIEMSEN & Co.,**

Hongkong, 6th March, 1907. [33]

**SINGON & Co.**

**IRON, Steel, Metal and Hardware Merchants,**

Wholesale and Retail Ironmongers, Pig

Iron and Foundry Coke Importers. General

Storekeepers and Shipchandlers. Nos. 35 & 37,

HING LOONG STREET, (2nd St., west of Central

Market). Telephone No. 515.

[496]

## NOTICE OF FIRM

## SUN SHING.

**THE BUSINESS of the SUN SHING** is now being carried on in co-partnership by the undersigned at the usual address, No. 90, Queen's Road Central, Victoria, Hongkong, and **Mr. LEUNG WING PO** has been Appointed MANAGER.

The Public are respectfully solicited to continue their patronage and confidence, and their Orders will be carefully and promptly carried out.

**NG HON CHI,**

**TSI YUM CHI,**

**SUM PAK MING,**

**FUNG HEUNG CHUN,**

**CHAN SING HO,**

**CHEUNG YUNG CHAU,**

**CHEUNG MAN HING,**

**CHAN TSE MUT,**

**LEUNG HOK LAU.**

Hongkong, 11th October, 1910. [1165]

## NOTICE OF REMOVAL

**WE have This Day REMOVED** our Office to No. 8, DES VOUX ROAD CENTRAL, 2nd floor (corner of Ice House St) WEASER & BAVEN, Architects and Surveyors.

Hongkong, 1st October, 1910. [1134]

## WANTED

## WANTED.

**A QUALIFIED DOCTOR** for a Steamer to Singapore for two trips this year. Must possess a Diploma recognised by the Straits Government.

Applications should be made on or before 20th inst. to—

**KIN TIE LUNG,**

No. 27, Bonham Strand W.

Hongkong, 17th October, 1910. [1179]

**SITUATION WANTED.**

**JAPANESE GIRL** wishes to have a Situation as Lady's Amah or Baby Nurse. Speaks English fluently.

Apply to—

Care of "Daily Press" Office.

Hongkong, 14th October, 1910. [1170]

## INSURANCE

**NORTH BRITISH AND MERCANTILE**

**TIRE INSURANCE COMPANY.**

WITH WHICH IS INCORPORATED THE

OCEAN MARINE INSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1909

£19,875,357.

I. Authorized Capital ... £6,000,000

Subscribed Capital ... 3,275,000

Paid-up Capital ... 1,212,500 0 0

II. Fire Funds ... 3,488,136 6 7

The Undersigned, AGENTS for the above

against FIRE and MARINE RISKS at Current Rates.

**SHEWAN, TOMES & CO.,** Agents.

Hongkong, 19th July, 1910. [788]

## DENTISTRY

**DR. M. H. CHAUN,**

DENTAL SURGEON,

33, QUEEN'S ROAD CENTRAL.

**1ST FLOOR, ROOMS 2 and 3.** From the

University of Pennsylvania, U.S.A.

Hongkong, 27th January, 1910. [1022]

**SIEN TING**

**SURGEON DENTIST,**

No. 10, D'AGUILAR STREET

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905. [1083]

## LABUAN COAL.

**NOTICE—THIS COAL** can only be

obtained from THE LABUAN COAL

FIELDS CO., LTD., who are prepared to Supply

FRESH COAL straight from the Mines

Steamers load at the Wharves. Quick despatch

Telegrams: "Labor Labuan."

**BRADLEY & Co., Agents.**

Hongkong, 12th August, 1909. [931]

**MITSU BISHI GOSHI KWAISHA.**

**(MITSU BISHI CO.)**

**COAL DEPARTMENT.**

**SOLE PROPRIETORS of TAKASIMA**

**OCHI, MUTABE, HOYO, NAMAZUTA,**

**BAYO, SHINNEW and KAMUYAMADA,**

**Collieries.**

**SOLE AGENTS for**

**KISHITAKE, MIYAO and KIKYO**

**KOMATSU Coal.**

**HEAD OFFICE—MARUNOUCHI,**

**TOKYO.**

**BRANCH OFFICES—NAGASAKI,**

**MOJI, KARATSU, WAKAMATSU,**

**KOBE, OSAKA, SHANGHAI,**

**HONGKONG, HANKOW.**

Cable addresses for above, "TWASAKI"

Codes, AI, ABO 5th Ed., Western Union.

AGENCIES:—

**YOKOHAMA: M. ARADA, Esq.**

**CHUNKIANG: Messrs. CHANGING & Co.**

**MANILA: Messrs. MACDONALD & Co.**

For Particulars apply to

**H. OISHI,** Manager,

No. 2, Polder, Street, Hongkong.

Hongkong, 9th January, 1909. [574]

## TO LET

## TO LET.

**IN No. 5, QUEEN'S ROAD CENTRAL,**

Victoria Building, ROOMS suitable for

Office.

One GODOWN in MASON'S LANE.

Apply to—</





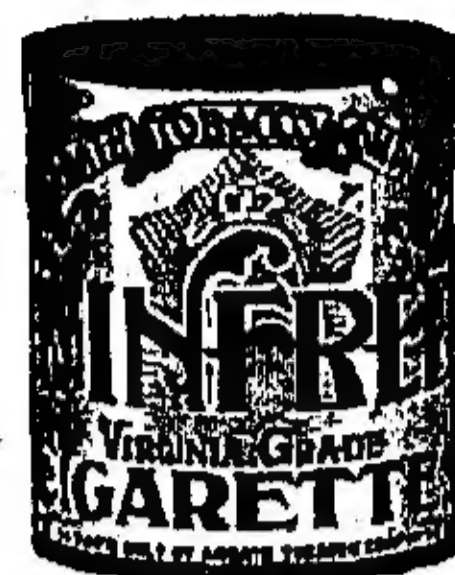
**"WINFRED"**  
**CIGARETTES.**

Per 50  
**50** cents.

**In handsomely decorated Tins  
and in Patent air-tight Tins.**

**Virginian Leaf Cigarettes, made from pure Tobacco of the finest quality at moderate price.**

SOLE PROPRIETORS:  
**ARDATH Tobacco Co., LONDON.**



**STRAITS SETTLEMENTS STOCKS AND SHARES.**  
**RUBBER COMPANIES.** SINGAPORE.

Far value each share £1. Calls paid up are:—	Malayan Companies.	Singapore Fraser & Co.'s Prices, Sept. 8	Dividends	Far value each share £1. Calls paid up are:—	Malayan Companies.	Singapore Fraser & Co.'s Prices, Sept. 8	Dividends
15/ paid	Alor-Pongau ...	.....	.....	fy. paid	Malacca Ordinary ...	8.50	.....
2/ fy.	Anglo-Johore ...	.....	.....	2/ fy.	Morlimau ...	7/-	.....
17/8	Anglo-Malay ...	1.60	25% '10	fy.	Merton Syndicate ...	.....	.....
fy.	Banang ...	.....	.....	fy.	Mount Austin ...	.....	.....
fy.	Batu Caves ...	17.50	70% '10	2/ fy.	Narborough Est. ...	.....	.....
fy.	Batu Kawan ...	.....	.....	14/	North Hummock ...	10% int. '08	.....
fy.	Batu Tiga ...	6.100	.....	2/ fy.	Padang Jawa ...	.....	.....
2/ 1/	Boranasang Selangor ...	.....	.....	fy.	Pandan Johore ...	.....	.....
15/	Bernam Perak ...	.....	3% '09	fy.	Pataling ...	3.75	50% '10
fy.	Do. Ordinary ...	.....	.....	fy.	Pekoh (Johore) ...	10/6	42% '08
12/6	Bidor ...	.....	.....	10/	Perak ...	.....	10% '08
2/ fy.	B'lands Selangor ...	.....	.....	12/8	Pensiro Est. ...	.....	.....
2/ fy.	Bukit Cioh ...	3.00	.....	17/6	Prye ...	.....	.....
15/	Bukit Kajang ...	2.75 pm	.....	12/6	Ratanuf ...	10/8 pm	.....
2/ fy.	Bukit Mertajam ...	.....	.....	fy.	Rembia ...	.....	.....
Options	Bukit Rajah ...	18.50	150% '09	2/ fy.	R. Est. of Krian ...	.....	.....
fy. paid	Bukit Selangors ...	6.50	.....	15/	R. of Johore ...	.....	.....
2/ 0/	Casfield ...	.....	.....	fy.	Sagga ...	13.150	.....
8/	Changkat Salak R. and Tin. ...	4.9	.....	fy.	Seahlor ...	7.100	15% '08
2/ fy.	Chersonese ...	.....	.....	2/ fy.	Selangor Rubber ...	3.75	75% '08
1/	Cheviot ...	.....	.....	15/	Sempah ...	.....	.....
2/ 1/6	Chota Rubber ...	.....	.....	18/	Sendayan ...	3.50 pm	15% '10
2/ fy.	Cicely Ordinary ...	2.50	135% '09	fy.	Seremban ...	.....	10% '10
2/ fy.	Do. Preferred ...	2.50	140% '09	2/ 1/	Serangoon ...	3.150	.....
2/ fy.	Cousoi. Malay ...	1.75	50% '10	fy.	Shelford ...	.....	.....
fy.	Damansara ...	8.00	25% '10	15/8	Sighting (N. S.) ...	.....	.....
fy.	Denistown ...	.....	.....	17/8	Singapore Para ...	3.125	.....
2/ fy.	Ennh. Selangor ...	15/-	15% '10	2/ fy.	Straits (Bertam) ...	8/3	17 1/2% '08
fy.	Est. Selangor ...	.....	125% '09	2/ 1/	Strathmore R. ...	.....	.....
15/	Garing (Malacca) ...	6.75	25% '09	fy.	Sungei Bahru ...	.....	.....
fy.	Gelonda ...	.....	30% '09	fy.	Sungei Choh ...	5.100	.....
21/ fy.	Golden Hope ...	.....	.....	2/ 1/	Sungei Kuar ...	17/6	32 1/2% '08
fy.	Gula-Kalumpang ...	5.17.6	10% '10	fy.	Sungei Liang ...	.....	.....
15/	H. and Lowlands ...	15.17.6	50% '10	2/ fy.	Sungei Salak ...	4.50	.....
10/	Inch Kenneth ...	.....	.....	2/ fy.	Sungei Way ...	0.00	12% '10
15/	Johore Para ...	.....	.....	.....	Tangkai ...	.....	.....
13/6	Johore R. Lands ...	.....	.....	.....	Third Mile ...	.....	.....
fy.	Jong-Lendor ...	.....	40% '09	.....	Tremelbye ...	.....	.....
17/6	Jugra (Ordinary) ...	.....	.....	.....	Uti. Sua Betong ...	.....	.....
2/ fy.	Juru Estates ...	.....	.....	.....	Val d'Or Est ...	.....	.....
2/ 1/	K'pong Kuantan ...	7/8 pm	.....	.....	Vallambrosa ...	2.45	250% '08
2/ fy.	Kamuning "A" ...	10.12.0	10% '09	5/ paid	Trust and Finance Companies.	.....	.....
fy.	Do. ...	.....	.....	10/	Anglo-Straits R. T. ...	.....	.....
fy.	Kapar Para ...	.....	.....	Options	Eastern Internat Trust ...	.....	.....
fy.	Kellas ...	.....	.....	5/ paid	Mid-East Invest ...	.....	.....
7/6	Kepong ...	.....	.....	10/	Rubber Plants, Inves. Trust ...	20% '08	.....
2/ fy.	Killinghall ...	.....	32 1/2% '10	Options	R. Share Trust ...	.....	.....
fy.	Kirta-Kellas ...	.....	.....	10/ paid	Straits. M. & Trust ...	.....	.....
2/ 1/	Klanang ...	2.9	.....	.....	India, Ceylon, Borneo, Java and Sumatra.	.....	.....
2/ 1/	Klian-Kellas ...	.....	.....	.....	Anglo-Java ...	.....	.....
10/	Kota Tinggi ...	.....	.....	.....	Asahan (Sumatra) ...	.....	.....
fy.	Khota Tampan ...	.....	.....	.....	Bangawan R. ...	.....	.....
15/	Krubong ...	.....	.....	.....	Beaufort ...	.....	.....
fy.	Kuala Klang ...	9.50	30% int. '08	fy. paid	Central Sumatra ...	.....	.....
fy.	Kuala Lumpur ...	.....	.....	fy.	Indian Peninsula ...	.....	.....
2/ fy.	Kuala Pahi ...	.....	.....	17/8	Java Amalgam ...	.....	.....
2/ fy.	Kuala Selangor ...	.....	.....	19/8	Kimanis ...	.....	.....
	Labu ...	17/8	25% '09	15/	Langkon ...	.....	.....
fy.	Landron ...	6.00	27 1/2% '06	fy.	Manchester ...	.....	.....
15/	Leduary ...	5.00 pm	17 1/2% '09	fy.	Nirmata (Java) ...	.....	.....
fy.	Leduary ...	4.100	.....	fy.	Pontianak ...	.....	.....
7/8	Lendu ...	2.10.0pm	.....	17/8	Sumatra Para ...	.....	12 1/2% '08
15/	Linggi ...	.....	50% '10	fy.	Sumatra Para ...	.....	.....
2/ fy.	Lumutan Asiatic ...	2.15.6	.....	fy.	Sumatra Propa ...	.....	.....
2/ fy.	Lumut Est. ...	13/8	.....	2/ fy.	United Serdang ...	6.100	5% '08
2/ fy.	Madingley Est. ...	9/6	.....	10/	Uti. Sumatra ...	13/6	.....
fy.	Malacca 7 1/2% Cum. Participating Pref ...	.....	10 '08	fy.			
		8.50	10 '08	2/ fy.			

### VISITORS AT HOTELS.

**HONGKONG HOTEL.**

Mrs. B. Allfield & child	Dr. S. Hough
Mrs. C. H. Allen	Mrs. L. V. A. Innes
Mrs. J. L. Anderson	Mrs. J. M. D'Almeida
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Mr. V. Goulbourn	Mr. J. Spauls, Square
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A. A. Harrison	Mr. W. W. Trenchard
Hon. Mr. and Mrs. E. A.	Mr. C. H. White
Hewett	Mr. W. V. Wilson
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Mr. & Mrs. Cameron	Mr. W. E. Hannell
Capt. & Mrs. Crosby	Mr. F. Jankens
Mrs. G. A. Gilson	Mr. W. T. Stobbing
Mr. & Mrs. R. D. Johnson	Capt. and Mrs. A. H.
and child	"Stewart & child
Dr. F. Keyl	Mr. E. Storie
Mr. C. O. Lyon	Mr. E. Taylor
Mr. F. J. McDonald	Capt. J. Woolseley
Mr. G. Kuipo	

KING EDWARD HOTEL

Mrs. R. P. Beattie	Mrs. R. K. Mehta
Mrs. H. P. Basing	Mrs. Merles
Mrs. W. H. Burkh	Burgess & Mrs. Minnett
Mrs. W. H. Burkh	Mrs. D. B. Nashurst
Capt. & Mrs. McCracken	Mrs. Peck
Mrs. F. Donner	Capt. and Mrs. W. C. Passmore
Major Fleury	Mr. E. Rigold
Comdr. & Mrs. Gregory	Mrs. W. E. Robinson
Mrs. Kennedy	Mrs. D. B. Ross
Misses K. J. M. Kennedy	Mr. E. E. Smith
Capt. F. Kolod	Mrs. J. L. Smith
Mr. John Lemox	Mr. H. Staines
Miss Leprevo	Mr. H. Walters
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Mr. G. W. McEwen	

**KINGSLOUGH PRIVATE HOTEL.**

Comdr. & Mrs. Acton & maid	Consul J. M. Macedo
E. Arndt	Mrs. J. F. Macgregor
D. Blair	Mrs. & Mrs. C. O. Macleod
Capt. & Mrs. Bromer	Mrs. J. Macleod
Mr. W. F. Brewer	Master, Mandall
Mrs. & Mrs. J. Burgess	Miss Marjey
Mr. E. J. Chapman	Mrs. M. M. McHutcheon
Mr. Cooley	Mr. C. M. Macey
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Mr. J. G. S. Gaussen	Mrs. Wm. Pittendrigh
Mr. & Mrs. G. Gordon	Mr. & Mrs. G. L. Platt
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Mr. H. Hoffman	Mrs. G. Sachse
Mrs. F. H. Hughes	Miss K. Sachse
Mr. & Mrs. F. H. Kline	Capt. & Mrs. Schultze
Mrs. H. Leonard	Mrs. & Mrs. Tibbs
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	Mrs. J. W. Wilson

**ON SALE**

**B**OUND VOLUMES of the **HONGKONG WEEKLY PRESS**, January to June, 1910. With INDEX. Price \$7.50.  
On sale at the "HONGKONG DAILY PRESS" Office.  
Hongkong, 30th June, 1910.

**Gutler, Palmer & Co.'s**



SHIPPERS  
Butler, Palmer & Co., London.  
AGENTS  
**SIEMSEN & CO.,**  
HONGKONG.

**AVERAGE MARKET PRICES:**

October 13th, 1910.

The Prices are given in Dollar Cents.  
BUTCHER MEAT.

肉中城	Mei Lung Pa Yuk—Beef, sirloin and prime cut .....	lb.	20		
肉中城	Han Ngau Yok—Corned Beef .....	.....	lb.	22	
肉中城	Shu Ngau Yok—Boast Beef .....	.....	lb.	22	
肉中城	Ngau Nam—Beef Head .....	.....	lb.	22	
肉中城	Ngau Yee—Beef for soup .....	.....	lb.	22	
肉中城	Ngau Yok Pa—Beef Steak .....	.....	lb.	22	
肉中城	Ngau Yok Ch'ong—Sausage .....	.....	lb.	22	
肉中城	Ngau No—Bullock's Brains .....	set	lb.	22	
肉中城	Ngau Lao—Beef Steak, Sirloin lb.	.....	lb.	24	
肉中城	Ngau Lo—Bullock's Tongue .....	.....	lb.	24	
肉中城	Han Ngau Lo—.....	.....	lb.	24	
肉中城	Ngau Tan—Bullock's Head .....	.....	lb.	24	
肉中城	Ngau Sam—.....	Heart..	lb.	24	
肉中城	Han Ngau Kin—Beef Hump, salt .....	.....	lb.	24	
肉中城	Ngau K'ok—Bullock's Feet .....	.....	lb.	24	
肉中城	Ngau Yee—Beef Chop lb.	.....	lb.	24	
肉中城	Ngau Yee—Leg of Mutton .....	.....	lb.	24	
肉中城	Yong Sham—Mutton Shoulder .....	.....	lb.	24	
肉中城	Yong Sam—Sheep's Head & foreleg .....	.....	lb.	24	
肉中城	Yong Sam—Sheep's Heart .....	.....	lb.	24	
肉中城	Yong Yee—Sheep's Kidney .....	.....	lb.	24	
肉中城	Yong Kon—Sheep's Liver .....	.....	lb.	24	
肉中城	Kak Pa—Sheep's Liver .....	.....	lb.	24	
肉中城	Chi No—Pig Brains .....	per set	lb.	24	
肉中城	Chi Tap—Pig's Fry .....	.....	lb.	24	
肉中城	Chi T'au—Pig's Heads .....	.....	lb.	24	
肉中城	Chi T'au—Pig's Kidney .....	.....	lb.	24	
肉中城	Chi P'ai Kwat—Pork Chop .....	.....	lb.	24	
肉中城	Chi Sam—Pig's Ear .....	.....	lb.	24	
肉中城	Chi K'op—Pig's Liver .....	.....	lb.	24	
肉中城	Chi Tsai—Sucking Pig .....	.....	lb.	24	
肉中城	Shang Ngau Yau—Beef Steak .....	.....	lb.	24	
肉中城	Shang Yau Yau—Mutton Steak .....	.....	lb.	24	
肉中城	Ngau Tsai—Veal .....	.....	lb.	24	
肉中城	Ngau Lap Ching—Beef Sausage .....	.....	lb.	24	
肉中城	Ngau Lap Ching—Veal .....	.....	lb.	24	
肉中城	.....	Poultry.	.....	lb.	24
肉中城	Kai Tai—Chicken .....	.....	lb.	24	
肉中城	Sin Kai—Capons .....	.....	lb.	24	
肉中城	Pan Kau—Doves .....	.....	lb.	24	
肉中城	Shang Sheng Shai A—.....	.....	lb.	24	
肉中城	Ap—Ducks .....	Wild Duck pair	lb.	24	
肉中城	Kai Tan—H.....	.....	lb.	24	
肉中城	B i—Fowl, Canton .....	.....	lb.	24	
肉中城	B i—Niam Kai—Fowls, Hainan .....	.....	lb.	24	
肉中城	N—Geese .....	.....	lb.	24	
肉中城	Shog Hog Yai—Geese .....	.....	lb.	24	
肉中城	.....	.....	lb.	24	
肉中城	Pak K'op—Pigeons .....	.....	lb.	24	
肉中城	Om Ch'au—Quail .....	.....	lb.	24	
肉中城	To Tsai—Hare .....	.....	lb.	24	
肉中城	Shan Kai—Pheasant .....	.....	lb.	24	
肉中城	Chi Ku—Partridge .....	.....	lb.	24	
肉中城	Wo Fa Tek—Bee Birds .....	.....	lb.	24	
肉中城	Shan Ap—Snipe .....	.....	lb.	24	
肉中城	Shan Ap—Snipe .....	.....	lb.	24	
肉中城	Lo K'ai—Kung .....	.....	lb.	24	
肉中城	Lo K'ai—Kung .....	.....	lb.	24	
肉中城	.....	.....	lb.	24	
肉中城	Kai Yu—Barbel .....	.....	lb.	24	
肉中城	Pai Yu—Bream .....	.....	lb.	24	
肉中城	Tan Shou Yu—Canton Fresh water fish .....	.....	lb.	24	
肉中城	Lo Yu—Carp .....	.....	lb.	24	
肉中城	Man Yu—Cat Fish .....	.....	lb.	24	
肉中城	Man Yu—Codfish .....	.....	lb.	24	
肉中城	Lo Yu—Pike .....	.....	lb.	24	
肉中城	Shi Mang Yu—Dace .....	.....	lb.	24	
肉中城	Wong Mei Lin—Dace .....	.....	lb.	24	
肉中城	Tit To Shu—Dog Fish .....	.....	lb.	24	
肉中城	Hoi Shi—Eels, Conger .....	.....	lb.	24	
肉中城	Tan Shai Bin—Bela, Fresh water .....	.....	lb.	24	
肉中城	Wong Shi—Eels .....	.....	lb.	24	
肉中城	Tin Kai—Frogs .....	.....	lb.	24	
肉中城	Shak Pan—Garoupa .....	.....	lb.	24	
肉中城	Pak Kap Yu—Gudgeon .....	.....	lb.	24	
肉中城	Two Pak Yu—Herrings .....	.....	lb.	24	
肉中城	Halibut .....	.....	lb.	24	
肉中城	Yong Yu—Labrus .....	.....	lb.	24	
肉中城	Lo Yu—Lobster .....	.....	lb.	24	
肉中城	Shi Yu—Mackerel .....	.....	lb.	24	
肉中城	Loch .....	.....	lb.	24	
肉中城	Chai Yu—Mullet .....	.....	lb.	24	
肉中城	Mong Yu—Mong Fish .....	.....	lb.	24	
肉中城	Shang He—Oysters .....	.....	lb.	24	
肉中城	Lo Kung Yu—Parrot Fish .....	.....	lb.	24	
肉中城	Han Tai—Pomfret .....	.....	lb.	24	
肉中城	Han Tai Yu—Pike .....	.....	lb.	24	
肉中城	Pa Po Tan—Flounder .....	.....	lb.	24	
肉中城	Pak Chong—Pomfret, White .....	.....	lb.	24	
肉中城	Hai Ch'ong—.....	Black..	lb.	24	
肉中城	Ming Ha—Prawns .....	.....	lb.	24	
肉中城	Za Sa—.....	.....	lb.	24	
肉中城	Sik Kam Kung .....	.....	lb.	24	
肉中城	Chun Yu—Boat .....	.....	lb.	24	
肉中城	Sa Yu—Shark .....	.....	lb.	24	
肉中城	Ma Yan Yu—Salmon, Canton .....	.....	lb.	24	
肉中城	Shang Yu—Salmon, Fresh Water .....	.....	lb.	24	
肉中城	Ha—Shrimps .....	.....	lb.	24	
肉中城	Lap Yu—Snaps .....	.....	lb.	24	
肉中城	Tai Sa Yu—Soles .....	.....	lb.	24	
肉中城	Wan Yu—Tench .....	.....	lb.	24	
肉中城	Two Hau Yu—Turbot .....	.....	lb.	24	
肉中城	Kok Yu—Turtles, small, fresh-water .....	.....	lb.	24	
肉中城	Pak Sit Yu—Turtles, Big .....	.....	lb.	24	
肉中城	.....	Fatties.	.....	lb.	24
肉中城	Hang Yan—Almonds .....	.....	lb.	24	
肉中城	Kam Shan Ping Ko—Apples, California .....	.....	lb.	24	
肉中城	Tin Tsun Pin Ko—Apples, Y'foo .....	.....	lb.	24	
肉中城	Hoi Fan—Apples, small, Y'foo .....	.....	lb.	24	
肉中城	Pak Sit—Apples, Canton .....	.....	lb.	24	
肉中城	.....	Macao..	.....	lb.	24
肉中城	Yat Pun—Ping Ko—Apples, Japanese .....	.....	lb.	24	
肉中城	Shang Sheng Heung Tsai—Bananas, fragrant, Canton..	.....	lb.	24	
肉中城	Shang Hong Tsai—.....	.....	lb.	24	
肉中城	brides, Macao .....	.....	lb.	24	
肉中城	Young T'6—Carambols .....	.....	lb.	24	
肉中城	Fung Lung—Cheenuts, Chin see .....	.....	lb.	24	
肉中城	Yi Tsu—Cocoanuts .....	.....	lb.	24	
肉中城	P'6 Tai Tsu—Grapes .....	1st gl. lb.	24		
肉中城	Ning Mong—Lemons, Chinese .....	.....	lb.	24	
肉中城	Loi Tung Mong—Lemons, American .....	.....	lb.	24	
肉中城	Lai Chi—Lichoes, Fresh .....	1st gl.	lb.	24	
肉中城	.....	2nd .....	lb.	24	
肉中城	Lai Chi Kon—Lichoes, Small .....	.....	lb.	24	
肉中城	Ning Mong—Lemons—Saigon .....	.....	lb.	24	
肉中城	Loi Tung Mong—Lemons .....	.....	lb.	24	
肉中城	On Nam Mong—Mango, Saigon .....	.....	lb.	24	
肉中城	Suan Chuk Tsu—Mangosteens, doz. per 100 .....	.....	lb.	24	
肉中城	Yong Sai K'ui—Water Melon, American .....	.....	lb.	24	
肉中城	Kai K'ui—Water Melons China .....	.....	lb.	24	
肉中城	Hung Kw—.....	.....	lb.	24	
肉中城	American .....	.....	lb.	24	
肉中城	Papaw Fruit, American .....	.....	lb.	24	
肉中城	.....	2nd .....	lb.	24	
肉中城	Pak Lam—Olives .....	.....	lb.	24	
肉中城	Ch'ung—Oranges, Sweet .....	.....	lb.	24	
肉中城	Ch'ung—Oranges .....	.....	lb.	24	
肉中城	Swallow .....	.....	lb.	24	
肉中城	Om Chan Ch'ung—Oranges, Macao .....	.....	lb.	24	
肉中城	Sa Ka Kat—.....	Small .....	lb.	24	
肉中城	Tim Kat .....	.....	lb.	24	
肉中城	Fa Shang—Peanuts .....	.....	lb.	24	
肉中城	Shanghai Lo—Peanuts .....	.....	lb.	24	
肉中城	Lo Lo—Peanuts Shanghai .....	.....	lb.	24	
肉中城	Hung Lo—Peanuts Swatow .....	.....	lb.	24	
肉中城	Sin Tai—Peanuts, Coking Canton .....	.....	lb.	24	
肉中城	Hung Yu—Peanuts large .....	.....	lb.	24	

[illegible]

The prices necessarily vary from day to day and the Sanitary Board has no power to compel stallholders to sell at the price quoted.

W. BOWEN-ROWLANDS,  
Secretary, Sanitary Board.

**MEN-OF-WAR ON THE CHINA  
AND JAPAN STATION**

BRITISH

Alacrity, despatch-boat, 700 tons, 4 guns, 2,000 i.h.p., Act.-Comdr. P. H. Newell, M.V.O., en route to Shanghai.

Asiatic, 2nd class cruiser, 4,560 tons, 10 guns, 7,000 i.h.p., Captain E. B. Kitchin.

Atlas, admiralty tug, 615 tons, 1,400 i.h.p., Master, S. West, Hongkong.

Bramble, gunboat 710 tons, 900 i.h.p., Lieut.-Comdr. E. G. Washington, Shanghai.

Britomart, gunboat, 710 tons, 900 i.h.p., Lieut.-Comdr. E. H. Donovan, Wainaiwei.

Cedrus, British sloop, 1,070 tons, i.h.p. 1,400, Ed., Comdr. H. Lynes, Hongkong.

Cherub, water tank ship tug, 390 tons, i.h.p. 3,000, Lieut.-Comdr. R. Smith, Hongkong.

Clio, British sloop, 1,010 tons, i.h.p. 1,400, Comdr. H. E. Vesle, Hongkong.

Fame, torpedo-boat destroyer, 340 tons, 4 guns, 5,700 i.h.p., Lt.-Comdr. C. E. Lloyd Thomas, Hongkong.

Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain J. Nicholson, cruising.

Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. B. J. D. G. V. C., cruising.

Hart, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. H. S. Moncrieff, cruising.

Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lt.-Comdr. G. C. Heathcote, cruising.

Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. S. St. J. Farquhar, C.V.O., en route to Hongkong.

Kinsha, river gunboat, 616 tons, i.h.p. 1,200, Lieut.-Comdr. T. J. S. Lyne, Yangtze.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Capt. F. C. Learmonth, Kudaib, Borneo.

Minotaur, armoured cruiser (flagship) Victoria, Admiral Sir A. L. Winsloe, C.V.O., C.V.O., C.M.G., 14,600 tons, i.h.p. 27,000, Capt. R. J. Cayley, cruising.

Monmouth, armoured cruiser, 9,800 tons, 14 guns, 22,000, Captain E. L. P. Heard, cruising.

Moorchon, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut.-Comdr. G. P. Leigh, West River.

Nightingale, river gunboat, 240 tons, 240 h.p., Lt.-Comdr. Claude Hillier, Woodward, R.N., Yangtze.

Otter, torpedo-boat destroyer, 365 tons, 6 guns, 6,500 i.h.p., Comdr. E. Stevenson, cruising.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. W. C. Lucas, Canton.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. E. J. J. B. Southey, Hongkong.

Saipo, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. John Michael Barker, Yangtze.

Taku, torpedo-boat destroyer, 305 tons, 14 guns, 6,000, Gunner W. Trillo, R.N., Hongkong.

Tamar, receiving ship, 4,660 tons, 6 guns, Commodore Byres, Hongkong.

Tear, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut.-Comdr. E. J. Buchanan, Yangtze.

Thistle, gunboat, 710 tons, 900 h.p., Lieut.-Comdr. M. B. Baillie-Hamilton, Hongkong.

Virago, torpedo-boat destroyer, 395 tons, 6 guns, 5,500 h.p., Lieut.-Comdr. C. E. Lloyd-Thompson, Hongkong.

Waterwitch, surveying-ship, 620 tons, 450 h.p., Lieut.-Comdr. E. L. Hancock, Straits Settlements.

Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5,900 h.p., Lieut.-Comdr. G. B. Hartford, Hongkong.

Widgeon, gunboat, 195 tons, 2 guns, 803 h.p., Lt.-Comdr. M. H. Wilding, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. B. E. Brooke, Yangtze.

Woolcut, gunboat, 155 tons, 2 guns, 550 h.p., Lieut.-Comdr. G. E. A. Mulock, Yangtze.

Kaiserin Elisabeth, Austrian protected cruiser, 4,000 tons, Freigattenkapitan Oskar Hans, Northern Waters.

Panther, third class cruiser, 1,530 tons, Freigattenkapitan, Theodor Skerl Edl. von Schmidtheim.

FRANCE.

Achéron, armed gunboat, 1,830 tons, 8 guns, 1,700 h.p., Lieut. Bertaud, Saigon.

Alger, 2nd class cruiser, 4,320 tons, 22 guns, 5,100 h.p., Commander Roumier, H. Hong.

Alouette, gunboat, 508 tons, 7 guns, 400 h.p., Commander Badin, Saigon.

Argus, river gunboat, 180 tons, 6 guns, 570 h.p., Lieut. Andraud.

Baionnette, gunboat.

Cimeterre, gunboat, 140 tons, Reserve, Saigon.

Carnade, gunboat, 184 tons, Reserve, Saigon.

Deidolés, gunboat, 630 tons, 10 guns, 300 h.p., Lieut. de Lincats, Shanghai.

Dupleix, armoured cruiser, 7,573 tons, 28 guns, 17,000 h.p.

Dessir, armoured cruiser, 7,573 tons, 28 guns, 17,000 h.p.

D'Therville gunboat.

Etaot, gunboat, 141 tons, Reserve, Haiphong.

Eurgeuse, sub-marine, 70 tons, 60 h.p., Lieut. Combet, Saigon.

Fronde, destroyer, 300 tons, 7 guns, 6,300 h.p., Saigon.

Henri Rivière, river gunboat, 150 tons, 6 guns, 152 h.p., Haiphong.

Lynx, sub-marine, 70 tons, 6 h.p., Lieut. Me.

Montcalm, armoured cruiser, (flagship), 7 tons, 36 guns, 18,600 h.p., Rear Adm. de la Croix de Castries (Commander-in-Chief).

Manche, surveying-ship, 1,625 tons, 104, 800 h.p., Commander Ragot de la T4, Saigon.

Monquet, destroyer, 300 tons, 7 guns, 6,000 h.p., Commander de la Roche Kerz.

Saigon.

Olyre, gunboat, 170 tons, 6 guns, 1,400 h.p., Lieut. de Malendrieux, Upper Yal.

Peibo, river gunboat, 130 tons, 4 guns, 1,400 h.p., Lieut. Paoli, Tongku.

Perle, sub-marine, 70 tons, 60 h.p., Lt.-Comdr. nler, Saigon.

Pistolot, destroyer, 300 tons, 7 guns, 6,000 h.p., Commander Mortelon, Hongay.

Protée, sub-marine, 70 tons, 60 Lieut. Morris, Saigon.

Redoutable, battleship (reserve), 10,000 tons, 37 guns, 6,200 h.p., Capt. Drog.

Styx, armoured gunboat, 1,800 h.p., 1,600 h.p., Lieut. Seriot, Saigon.

Také, destroyer, 330 tons, 6 guns, 6,000 h.p., In Reserve, Saigon.

Vauban, torpedo-depot, Commandant, H. Hongay.

Vétéran, torpedo-depot, Lieut. Cap.

Vigilante, river gunboat, 180 tons, 7 h.p., Lieut. Damoulin, Sikiang.

GERMANY.

Arcona, cruiser, 2,719 tons, Capt. Hippel.

Amoy.

Ilia, gunboat, 1,000 tons, 10, 300 h.p., Captain Lutz.

Jaguar, gunboat, 900 tons, 10, 1,300 h.p., Captain Graf von Posadow.

Lepailg, cruiser, Captain Eng.

Lucha, gunboat 850 tons, 10, 1,344 h.p., Captain Böhm.

Leharndorff, armoured cr. (flagship), 11,440 tons, 52 guns, 26,000 h.p., Captain Zed.

Taka, destroyer, 350 tons, 4 and 2 torpedo tubes, 6,000 h.p., Komdant Kolbe (Hans) Bertram.

Torpedo boat "Ag", Kapitän. Hayden.

Tiger, gunboat, 900 tons, 10, 1,300 h.p., Captain v. Koss.

Tsingtau, gunboat, 170 tons, 10, 1,300 h.p., Captain Ross.

Vaterland, gunboat, 100 tons, 10, 1,300 h.p., Captain Tonnast.

ITALY.

Calabria, protected cruiser, 2,800 tons, 28 guns, 4,000 h.p., Capitano Is Casanova di Jeracore.

Puglia, protected cruiser, 3,000 tons, 28 guns, 7,000 h.p., Capitano del Vicealm. Marchese Lorenze.

PORUGAL.

Patriz, gunboat, 700 tons, Capt. J. Afonso.

Reischa D. Amelia, cruiser, 600 tons, Captain C. Lima.

Vasco da Gama, cruiser, 632 tons, Capitão Augusto José da Silva.

UNITED STATES.

Albany, cruiser, 3,000 t., C. S. Williams.

Ararat, gunboat, Lt.-Comdr. Matt H. Signor.

Bainbridge, destroyer, 2 guns and 2 torpedo tubes, Ensign Lieut. W. Townsend.

Berry, destroyer, 420 tons, Ens. Edmund S. Root.

Callio, gunboat, 243 tons, Ens. J. B. Morrison.

Cleveland, cruiser, 300 tons, Commander Hugh McLean, Shanghai.

Charleston, battle ship (flagship), 9,700 tons, 58 guns, 21,000 h.p., Comdr. John H. Gibbins, Shanghai.

Chatanooga, cruiser, 2,200 tons, Commander John D. MacDonell, Shanghai.

Chaney, destroyer, 410 tons, Ens. I. N. McNair.

Dale, destroyer, 420 tons, Lieut. Herbert H. Michol.

Deaver, cruiser, 2,200 tons, Comdr. Edward E. Caghehart, Shanghai.

Galveston, cruiser, 3,200 tons, Commander John A. Hoogewoort, Manila.

Helena, gunboat, 1,392 tons, Comdr. Eruben O. Blier, Shanghai.

Minora, gunboat, Lieut. George M. Baum.

Mohican (station ship), Commander G. R. Slatkoff.

Monahong, monitor, 4,000 tons, Lt. D. W. Todd.

Monahong.

Nanahoe, transport, 1,577 tons, W. D. Pardeaux.

New Orleans, cruiser, 2,430 tons, Comdr. Roger Welles.

New York, cruiser (flagship), Comdr. J. Jayne.

Panaguy, gunboat, Ensign Roy L. Lowman.

Pennsylvania, armoured cruiser, 13,680 tons, Capt. A. Ward.

Pomper, collier, 1,900 tons, James D. Lihett.

Porpoise, 125 tons, 150 h.p., Ens. Kenna.

Whiting.

Rainbow, cruiser, 6,026 tons, Comdr. A. C. Stott.

Samur, gunboat, Ensign W. C. I. Stiles.

Shark, 125 tons, 160 h.p., Ensign Theodore G. Elysson.

Villalobos, gunboat, 370 tons, Lt. A. Andrews.

Wilmington, gunboat, 1,800, Comdr. G. R.

## INTIMATIONS

NOTICE TO THOSE INTERESTED IN  
CIVIL ENGINEERING  
WORK.THE FOLLOWING SURPLUS MATERIAL FROM CONSTRUCTIONAL  
WORK AT THE  
TAIKOO DOCK, HONGKONG  
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Portable Locomotive Boilers and Engines.  
Marine Boilers Complete.  
Vertical Steam Engines, Rope Drives.  
"Flat" Engines and Dynamos.  
Vertical Feed Pumps.  
Portable Stone Breaker and Auto Screening  
and Loading Machine.  
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Pulverizing Pumps.  
Duplex Steam Pumps.  
Duplex Feed Pumps.  
Double Acting Pump, single Cylinder.  
Ballast Pump.  
Horizontal Pump.  
Gwynne's Pump.  
Plunger Pump.  
3-Throw Ram Pump.  
Single Centrifugal Pump with Engine.  
Single Centrifugal Pump with Pulleys and  
Shafting.  
Double Centrifugal Pump with Pulleys and  
Shafting.  
Centrifugal Pump with Pulleys.

12" Expansion Joints for Centrifugal Pump.  
c. i. Foot Valves for Centrifugal Pumps 9" and  
12" Diameter.  
Rocker Pump Engine.  
Steam Winch.  
Winch for Pile Driving.  
Motor Driven Winch with Controller.  
Large Pile Driving Steam Hammer.  
Small Pile Driving Steam Hammer.  
Two-ton Hand Crane.  
Tip Waggon and a Number of Carriages for  
same.  
Iron Skip Buckets.  
c. s. Tyred Wheels without Axles.  
c. s. Tyred Wheels with Axles.  
c. s. Wheels and Axles without Tyres.  
40 lb. Rails with Iron Ties.  
Flanged Steel Piping.  
Railway Sleepers.  
Hardwood Core Bars.  
3" Boarding.  
Six-Sheave Blocks.  
12" c. i. Right Angle Bend.

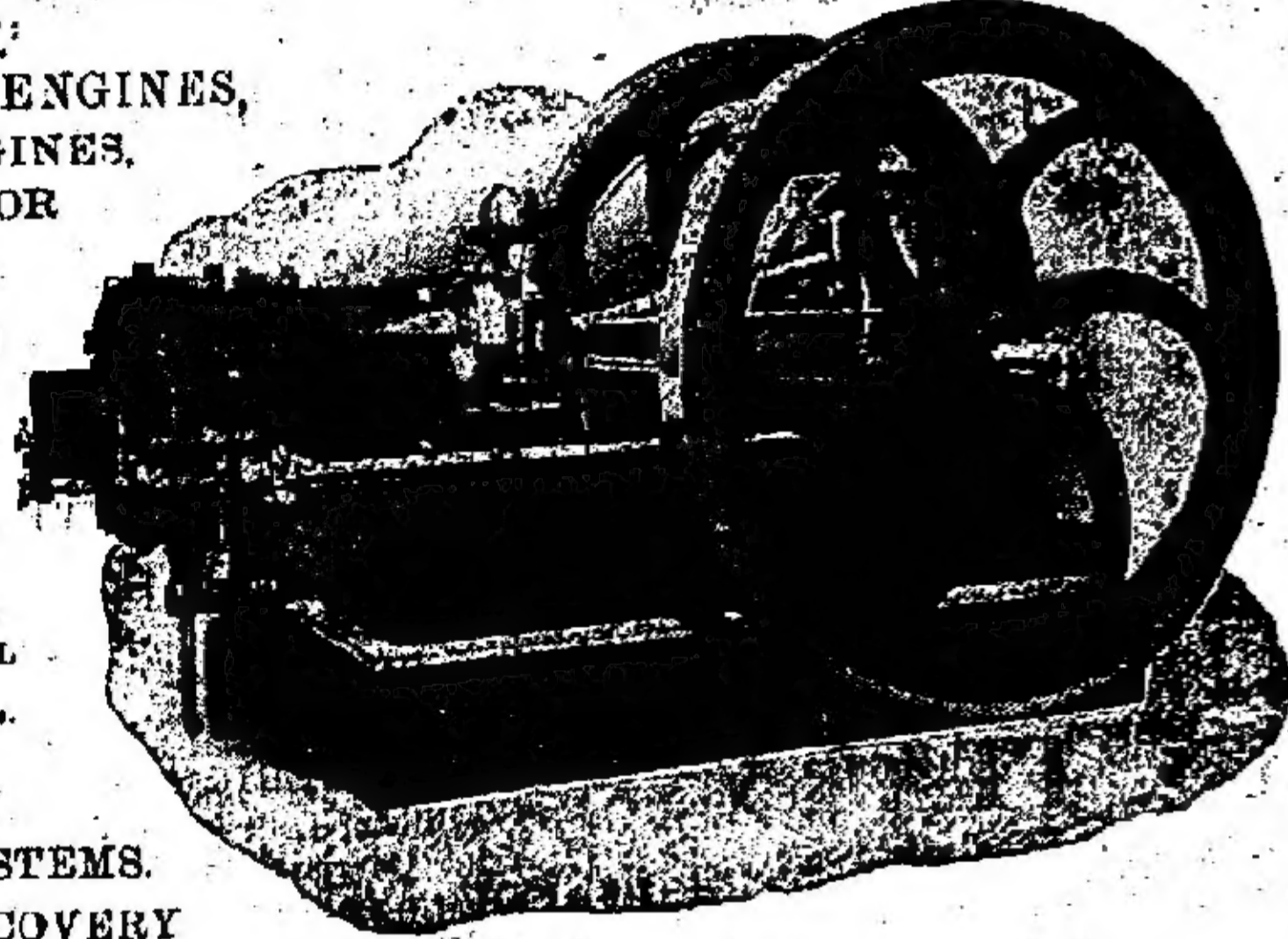
Enquiries and orders should be addressed to the undersigned, who will be pleased to supply  
further particulars if necessary.

BUTTERFIELD & SWIRE,  
HONGKONG, CHINA AND JAPAN.

Hongkong, 3rd October, 1910.

CROSSLEY BROTHERS, LTD.  
OPENSHEAW, MANCHESTER.

MAKERS OF:  
GAS & OIL ENGINES,  
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FOR  
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HAVE ALREADY MANUFACTURED CLOSE UPON 70,000 ENGINES.  
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WORK IN THE COLONY.

AGENTS FOR HONGKONG & SOUTH CHINA:  
W. R. LOXLEY & CO.,  
YORK BUILDINGS.

## VESSELS EXPECTED.

THE GERMAN MAIL.  
The I.G.M. str. *Princess Alice*, carrying the  
German Mails with dates from Berlin of the  
21st ultimo, left Singapore on the 15th inst.,  
at 10 a.m., and may be expected here to-day at 3  
p.m.

THE CANADIAN MAIL.  
The C.P.R. Co's str. *Empress of China* arrived  
at Shanghai at 9.30 p.m. on the 16th  
instant, and left again at 7 p.m. on Monday for  
Hongkong, where she is due to arrive at 9 a.m.  
to-morrow.

THE FRENCH MAIL.  
The M.M. str. *Tonkin*, with the French Mail  
of the 24th ultimo, and mails from London of  
the 24th inst., left Singapore on the 17th  
instant, at 4 p.m., and is expected to arrive here  
on the 24th instant, at daylight.

THE INDIAN MAIL.  
The Indo-China str. *Fookang* left Calcutta for  
this port via the Straits on the 10th inst., and may  
be expected here on or about the 25th instant.

THE AUSTRALIAN MAIL.  
The E. & A. str. *Empire* from Sydney, &c.,  
left Port Darwin on the 11th inst. for Timor,  
Manila and this port.

THE AMERICAN MAIL.  
The P.M. str. *Monarch* left Yokohama on  
the 15th inst. en route for Hongkong, and is  
due to arrive at this port on the 28th instant.

The T.K.K. str. *Chiko Maru* sailed from  
San Francisco on the 4th inst. for Hongkong,  
via Honolulu, Yokohama, Kobe, Nagasaki and  
Shanghai, and is due to arrive at Hongkong on  
the 1st prox.

The P.M. str. *Asia* left San Francisco on the  
11th instant en route to Hongkong, via Hon-  
olulu, Japan and Shanghai, and is due to arrive  
at this port on the 9th prox.

THE MERCHANT STEAMERS.  
The H.A. Line str. *Senegambia* left Singa-  
pore on the 12th inst. a.m., and may be expected  
here to-day p.m.

The P. & O. S. N. Co's str. *Namur* left  
Singapore for this port on the 15th inst., at 10  
a.m., and is due here to-morrow at about noon.

The Barber Line str. *Suruga* sailed from  
New York on the 21st ultimo for Hongkong,  
via the Straits.

The T.K.K. str. *Hongkong Maru* sailed from  
Calcutta on the 3rd instant for this port, via the  
usual route of call.

The Barber Line str. *Shimosa* sailed from  
New York on the 6th instant for Hongkong via  
Straits.

The G.N. str. *Minnesota* left Kobe for this  
port via Nagasaki and Manila on the 8th inst.,  
and is expected here on the 21st instant.

The O.B.K. str. *Chicago Maru* from Tacoma  
left Yokohama for this port via Kobe, Nagasaki  
and Manila on the 9th instant, and is expected  
here on or about the 23rd instant.

The Eng. Hok. str. *Persia* Co's str. *Persia*  
sailed from Guaymas, Mexico, on the 27th inst.  
p.m., and is due here on or about the 25th inst.

The Swedish East Asiatic str. *Canton* left  
Port Said on the 12th instant, and is expected  
to arrive here on the 11th prox.

## PASSENGERS.

## ARRIVED.

Por *Patroclus*, from Liverpool, Mr. Liddel.  
Per *Rubi*, from Manila, Miss de Graffenard,  
Mr. A. Bunbann, Mr. E. Cronholm, Major W.  
Lapeter, Mr. H. E. Goldthwait, Mr. and Mrs.  
Crosby and infant.  
Per *Prinz Eitel Friedrich*, from Shanghai,  
for Hongkong, Mr. and Mrs. W. Cheng, Mr.  
H. W. Leaper, Marquis de Bello, Mr. E. F.  
Blane, Mr. C. Leaper, Mr. Dornburg, Miss  
E. Miller, Mr. M. R. Coleman, Mrs. Weinberg,  
Mr. F. M. Britton, Miss Wong, Mr. Lepus,  
Mr. and Mrs. R. Hutchison, Mr. G. N. Britton,  
Mr. J. Anderson, Mr. F. R. Mann, Mr. and Mrs.  
Oka, Mrs. Okaia and Mrs. Yamamatsu.

Per *Nore*, from Shanghai, for Hongkong,  
Miss Jansen, from Yokohama, for Penang, Mr.  
and Mrs. Cowdrey, and Mr. L. Hanham; for  
London, Capt. Boyle, Misses Boyle (2); from  
Kobe, for London, Miss Reynolds, Mr. and Mrs.  
Hilbrough, infant and amah; from Shanghai,  
for Singapore, Mr. L. Peel; for Penang, Mr.  
McGregor and Mr. C. Mancini; for London,  
Mrs. Appleby, 2 infants and amah, Miss Har-  
dow, Mr. and Mrs. Jansen, child and infant, and  
Mr. G. Pratt.

Per *China*, from San Francisco, &c., Miss  
M. A. Anderson, Mrs. L. J. Bonell, Mrs. J.  
Bigelow, Miss Clara Bishop, Mrs. M. Gatchner,  
Mr. J. H. Burton, Mrs. J. Cooper, Rev. and Mrs.  
J. W. Croighton, Mr. J. L. Davies, Mr. R. C.  
Eddy, Mr. H. L. Foulner, Miss D. Gains, Mr.  
J. Gollins, Mr. F. P. Gutelins, Mrs. A. Harrison,  
Miss G. Harrison, Mrs. A. Henderson, Mr.  
Peter Hing, Mrs. H. Russell, Mr. F. L. Long,  
Miss G. Thompson, Mr. and Mrs. G. M. Kelly,  
Mr. J. E. Kine, Mr. T. W. Kydd, Miss A. E.  
Long, Mrs. R. F. McGrath, Miss E. McGrath,  
Mr. J. J. Nangle, Miss E. L. Packer, Mrs. M.  
and Miss E. Perrine, Mrs. J. J. Peterson, Miss M.  
Peterson, Miss H. P. Root, Miss L. Scarslett,  
Mrs. F. W. Smallman, Mrs. H. B. Stevenson,  
Master O. Fischer, Mrs. A. Stickney, Mr. M.  
Swanson, Miss I. Thompson, Mr. and Mrs. J.  
S. Todd, Mr. W. T. Walls, Miss L. F. Whilden,  
Mr. and Mrs. Geo. H. Wicks, Mr. A. A. Meyer,  
Mr. J. J. Hayes, Mrs. H. H. Groth, Miss E.  
Groth, Mrs. E. I. Rodgers, Mrs. E. A. Collier,  
Mr. J. B. Bayard, Mr. P. G. Klank, Mr. and  
Mrs. O. J. Fischer.

## STEAMERS PASSED THE CANAL.

September 23rd—*Kawachi Maru*, *Namur*,  
*Patroclus*. 27th—*Benavon*, *Konang Si*, *Suevia*.  
30th—*Greaves*, *Princess Alice*, *Seneca*, *Tonkin*.  
October 4th—*Asia*, *Maru*, *Brummar*, *Bre-*  
*conshire*, *Erzherzog Franz Ferdinand*, *Glenroy*,  
*Saxonia*. 7th—*Ceylon*, *Kantoku*. 11th—*Alben-*  
*ga*, *Beneluch*, *Benmarch*, *Konang Si*, *Leroux*,  
*Luetow*, *Memoon*, *Nubia*, *Westphalia*, *Yangtze*.  
14th—*Benavon*, *Budown*, *Diomed*, *Ernest Simon*,  
*Katow*, *Kanagawa Maru*, *Mishima Maru*,  
*Miyazaki Maru*, *Spica*, *Tenikai*.

## ARRIVALS AT HOME.

October 14th—*Glenloch*, *Ville de la Ciotat*.

THE AIRSHIP VOYAGE ACROSS  
THE ATLANTIC.

## VIEWS OF THE NAVIGATOR.

(FROM THE CORRESPONDENT OF THE  
LONDON "DAILY TELEGRAPH.")

ATLANTIC CITY, Sept. 8th.  
There are several big plans, theatres, and  
casino, and a seven-mile promenade by the sea,  
in the Brighton of the Eastern States, but the  
huge shed in which the *America* airship is now  
taking final shape easily occupies the first place  
as an attraction to visitors. At the entrance  
lies an empty parking-place, 16ft. 6in. long, 4ft.  
4in. broad, and 7ft. 6in. high, in which the cigar-  
shaped balloon was transported from Paris. It is  
a gigantic box as packing-cases go, and there is  
only one hatchway in the White Star liner  
*Oceanic* into which it could be lowered. But  
that same box to-day looks ridiculously small  
when you place at its former contents, the gas  
envelope or balloon, 228ft. long, and with a  
greatest diameter of—feet which is now fully  
inflated with 345,000 cubic feet of hydrogen gas  
and fills the great shed from end to end.

Fifty mechanics are at work to-day, and in  
less than a week's time, when it is hoped that all  
will be ready for a trial trip, at least 100 men  
will be required to assist in the work of removing  
the airship from its house, and releasing her for  
flight. That will be just as the launching of a  
great ship, and the launching of an ocean liner from  
the slipway; even more so, because dirigibles  
are still in their infancy, and the craftsmen lack  
experience. It will be a particularly anxious  
time for Mr. Wellman and Mr. Vaniman, who,  
like all those associated with them in the great  
enterprise, are in deadly earnest, with all their  
hopes and fondest dreams of success focussed  
upon the dirigible, which has been proved strong  
and tractable in its proper element, the air, but  
frail as glass almost in its liability to damage  
when questions of docking and undocking are  
concerned.

## APPROACHING TRIAL TRIP.

The trial trip will be carried out without the  
equilibrium, which is meant to trail in the sea  
during the Transatlantic trip, and is admirably  
adapted for steady and securing a uniformity  
of height. It is known already that the equi-  
librium will serve the purpose intended, and the  
slightest misadventure rather to reassure Mr.  
Vaniman, the chief engineer, on various  
technical matters relating to the engines,  
steering, stability, and so forth.

The personnel of the expedition now prepar-  
ing to start under the auspices of *The Daily*  
*Telegraph* and the *New York Times* is already  
fairly known. The latest recruit, Mr. Murray  
Simon, late of the White Star liner *Oceanic*,  
is particularly welcome, because he is a very  
competent and experienced navigator, with a  
special knowledge of the Atlantic conditions.  
Together with Mr. Irwin, the young Australian  
wireless operator, he contributes the British ele-  
ment, which the crew would otherwise have lacked.  
Both Mr. Simon and Mr. Irwin are eager to  
start, and they are proud to seize the chance of  
being the first of the King's subjects to have an  
opportunity of reaching Europe from America  
by the air route.

I asked Mr. Simon whether he expected to  
sleep well aboard the *America*, and he replied,  
"Certainly," and added, "I have every con-  
fidence in the Wellman-Vaniman airship, and I  
am ready to stake my last shilling that we reach

I won't say England, but Europe by the air  
route. The prevailing winds are almost all in  
our favour, and that is the chief thing. The  
airship is strong, and its equipment is splendid.  
It is ton to one we reach our goal, and, as I have  
said before, we have ninety chances in a hundred  
that we save our lives even if misfortune does  
come."

## AN EFFICIENT LIFEBOAT.

Here Mr. Simon mentioned me to approach the  
lifeboat, built by Saunders & Cowes, England,  
which will be suspended from the long, narrow  
steel car of the airship during the journey, and  
can by a simple mechanical device, be automati-  
cally and instantly detached and floated in  
case of emergency. The Englishman tapped  
the craft with his cane, and surveyed its  
proportions admiringly.  
"That is the best lifeboat for an airship ever  
built," he said. "It has a big sail, and is fitted  
with wireless telegraphy. It will be stocked with  
thirty days' provisions, and it has watertight  
compartments fore and aft, and could not be  
swamped. With a good sea anchor I would  
trust myself to that boat in the worst Atlantic  
gale ever experienced."

This lifeboat weighs about 1,000lb. new, but,  
equipped for emergency, it will probably weigh  
about a ton.  
It is the opinion of many Atlantic steamship  
officers with whom I have chatted to-day that  
the success of the expedition may depend largely  
upon Mr. Simon's practical seamanship. The  
feeling amongst the officers of the liners in  
the port of New York, all of whom have had  
many years of experience in the North Atlantic  
is very optimistic, and they declare that from a  
sailor's standpoint there is every chance of the  
*America* reaching Europe. Many of them are  
personal friends of Mr. Simon, and not a few  
would be willing and even eager to take his  
place.

Mr. Simon is himself a very modest English-  
man. He declares that if the expedition reaches  
your side all the credit will be Mr. Wellman's  
and Mr. Vaniman's. He said he had estimated  
the distance the airship must travel between  
Atlantic City and the Bishop's Light, Solly  
Island, over the southern coast, as 2,939  
nautical miles. This is not the shortest course,  
he explained, but it is the track they must use so  
as to take full advantage of the westerly winds.  
By following the northern, or short, course, the  
dirigible would run a greater chance of encoun-  
tering head winds and fog on the Banks of New-  
foundland. There is one disadvantage in fol-  
lowing the long southern route. At this time  
of year the Atlantic liners take the northern  
course, and therefore the *America* will be out of  
their track; but Mr. Simon declares that this is  
a minor consideration as against the possibility  
of running into head winds on the short north-  
ern course.

## COURSE TO BE STEERED.

The navigator will try to steer a direct course  
from Atlantic City to a point in the Atlantic  
Ocean marked on the map as 41 north latitude  
and 47 west longitude. On arriving at this  
point he will steer the course known among  
navigators as the "Great Circle" to the  
Bishop's Light on the Solly Islands. Of course,  
the *America* may deviate considerably from this  
route, but he will endeavour to follow it as  
nearly as possible.

Mr. Simon said:—"We should, of course, try  
to make England, crossing the Solly Isles,  
where we could land if necessary, and thence to  
the south-west coast of England. I take nothing  
for granted, and I am sure that we shall find  
special except a black cat which has been pre-  
sented to us and which we carry for luck."

Ireland, or even Scotland, but, given the usual  
winds at this time of year and the approximate  
correctness of our engines, we shall at least reach  
Europe. Mr. Wellman and myself will probably  
share the steering watch and watch of four hours  
each. Mr. Vaniman will be fully occupied as  
chief engineer, and the wireless operator must  
sleep when he can, because he has no relief.  
We must rely upon observations by sextant for  
our position each day. If fog comes it will be  
embarrassing, of course, because in an airship  
we shall not have reckoning by ship's log and  
engine's revolutions. Mr. Wellman calculates  
the probabilities are that the voyage will  
require from six to ten days, depending upon  
the direction and force of the prevailing winds,  
but, with good luck, I am hoping that we shall  
do it in five, or even four, days, so breaking all  
records for the Transatlantic passage.

"What is the biggest danger, from the navi-  
gator's standpoint?" I asked.

## THE FOG TROUBLE.

"I don't care about using the word danger,"  
replied Mr. Simon, cheerfully. "Let us say  
the biggest trouble, and I answer fog. But we  
propose taking as little fog as possible, and for  
that reason are giving the Banks of Newfound-  
land, where 500 fishermen are now scattered,  
a very wide berth. It would be a decidedly awk-  
ward thing for the airship to tow the equilibri-  
um in a fog right across a fishing smock. What  
a jerk we should have, and how frightened the  
fishermen would be! On the other hand, I have  
not heard that there is any other airship on the  
road, so all chances of a collision in mid-air will  
be eliminated. We shall be lighted with electric  
lamps, and on that part of the equilibrium,  
which is comprised of steel cable reaching from  
the airship to the sea, we shall attach two red  
lights six feet apart, indicating to mariners a  
ship "not under control."

"What about the hardships of the trip?"  
"Oh! let's get across first," said Mr. Simon,  
with unfeigned optimism; "perhaps there won't  
be any. But if there is, I'll back a voyage I  
once had from New Caledonia to Germany for  
taking the biscuit as regards suffering and  
exposure. I was in the British barque *Nairnahire*  
of 1,000 tons, then as an apprentice, and we  
actually took six months on the voyage. We  
were, of course, given up for lost, and they paid  
75 guineas per cent. for re-insurance. We  
took ninety days between the Bluff of New  
Zealand and Cape Horn. Sometimes the tem-  
perature ranged about zero, and all the time it  
was below freezing-point. I shall never forget  
the two hours at the wheel we used to take with  
bare hands. Half the crew were ill or injured  
by the heavy seas, and in my watch there  
were only two men who could take the wheel.  
Day after day the crew turned in wet and  
tired out steaming. We were short of every-  
thing—hands, water, provisions, everything,  
and had to beg relief at sea from a Norwegian  
barque. I don't anticipate any such time  
aboard the *America*, and there will be so much  
novelty every-hour that we shall never be dull."

I asked Mr. Simon if he proposed to take  
anything special in the way of navigators'  
material, and he replied:

"Nothing except the special altitude tables  
compiled by Mr. Wellman for the purpose of  
assisting in observations. The usual tables are  
for the ordinary ship's bridge, but as the  
*America* will fly at an elevation equal to the  
top of St. Paul's Cathedral some special 'dip'  
tables are necessary, and Mr. Wellman has pre-  
pared them. Apart from that, we take nothing  
special except a black cat which has been pre-  
sented to us and which we carry for luck."

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "L," nearest Hongkong "H," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "K.W.," together with the number denoting the section.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	DEPT.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	NORE	Brit. str.	—	G. Phillips, R.N.R.	P. & O. S. N. Co.	To-day, at 10 A.M.
LONDON, &c., VIA USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	On 29th inst., at Noon
COPENHAGEN	TRANQUER	Dan. str.	—	—	MELCHERS & Co.	On 27th inst.
COPENHAGEN	PEKING	Swed. str.	—	—	OLOF WILJ & Co., LTD.	On 25th Nov.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BELOARIVA	Ger. str.	E. w.	Hildebrandt	HAMBURG-AMERICA LINE	On 3rd Nov.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SILVIA	Ger. str.	k. w.	Porzalin	HAMBURG-AMERICA LINE	On 20th Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	C. FRED. LAEISE	Ger. str.	k. w.	Kneisel	HAMBURG-AMERICA LINE	On 24th inst.
MARSEILLE, HAMBURG & ANTWERP, &c.	SENEGAMBIA	Ger. str.	k. w.	Eckhorn	HAMBURG-AMERICA LINE	On 14th Nov.
MARSEILLE, HAMBURG & ANTWERP, &c.	ARMENIA	Ger. str.	k. w.	Boude	HAMBURG-AMERICA LINE	On 9th Nov.
MARSEILLE, LONDON & ANTWERP VIA SINGAPORE, &c.	OCEANIAN	Frech. str.	—	Sollier	MESSENGER'S MARITIMES	On 25th inst., at 1 P.M.
MARSEILLE, LONDON & ANTWERP VIA SINGAPORE, &c.	HIBANO MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 26th inst., at D'light
MARSEILLE, LONDON & ANTWERP VIA SINGAPORE, &c.	TAKAO MARU	Jap. str.	—	A. Christensen	NIPPON YUSEN KAISHA	On 9th Nov., at D'light
MARSEILLE, LONDON & ANTWERP VIA SINGAPORE, &c.	KAMO MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 23rd Nov., at D'light
MARSEILLE, LONDON & ANTWERP VIA SINGAPORE, &c.	SUEVIA	Ger. str.	k. w.	Kotze	HAMBURG-AMERICA LINE	On 30th Nov.
MARSEILLE, LONDON & ANTWERP VIA SINGAPORE, &c.	P. H. FRIEDRICH	Ger. str.	—	F. Froesch	MELCHERS & Co.	Today, at Noon
MARSEILLE, HAVRE & HAMBURG, &c.	AUSTRIA	Aus. str.	—	Raisich	SANDER, WIELKE & Co.	On 25th inst., P.M.
APLES, GENOA, ALGIERE, GIBRALTAR, &c.	LOTHIAN	Brit. str.	—	—	SHAW, TOMES & Co.	On 26th inst.
MARSEILLE, &c., VIA SINGAPORE, &c.	ADRIAVELLI	Aus. str.	—	—	DOUGLASS & Co., LTD.	On 29th inst.
NEW YORK VIA PORTS OF SUEZ CANAL	LOTHIAN	Brit. str.	—	—	DOUGLASS & Co., LTD.	About 29th inst.
NEW YORK	KUMERIC	Brit. str.	—	G. B. McGill	DOUGLASS & Co., LTD.	To-morrow.
ST. TORIA, B.C., VANCOUVER, & SEATTLE, &c.	KUMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	To-morrow
VANCOUVER (DIRECT)	EMPEROR OF CHINA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 29th inst., at 7 A.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	CHICAGO MARU	Brit. str.	3 m.	—	CANADIAN PACIFIC R. Co.	On 8th Nov., at Noon
VANCOUVER VIA SHANGHAI, JAPAN, &c.	CHICAGO MARU	Jap. str.	—	K. Sato	OSAKA SHOSHEN KAISHA	On 2nd Nov., at Noon
ST. TORIA, B.C. & SEATTLE, VIA SHANGHAI, &c.	TAMBA MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 6th Dec., at Noon
ST. TORIA, B.C., & SEATTLE VIA SHANGHAI, &c.	AWA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 22nd inst., at Noon
LLLOA IQUIQUE, &c., VIA JAPAN PORTS, &c.	BUYO MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 28th inst., at Noon
STRAITIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 5th Nov., at D'light
STRAITIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	—	F. Iscke	MELCHERS & Co.	On 25th Nov., at Noon
STRAITIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	About 18th inst.
YOKOHAMA AND KOBE	PRINZ WALDEMAR	Ger. str.	—	F. Iscke	MELCHERS & Co.	On 23rd inst.
YOKOHAMA	KAWACHI MARU	Jap. str.	—	H. Petersen	NIPPON YUSEN KAISHA	On 27th inst., at 5 P.M.
YOKOHAMA	AKI MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 26th inst., at Noon
YOKOHAMA	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	Quick despatch.
YOKOHAMA	TIPPANAS	Dut. str.	—	J. B. v. Damme Jellinh	JAVA-CHINA-JAPAN LYN	On 22nd inst., at Noon
YOKOHAMA	CHIPSHING	Brit. str.	—	F. Mooney	P. & O. S. N. Co.	Today, at 10 A.M.
YOKOHAMA	JAPAN	Aus. str.	—	H. W. A. Clarke, R.N.R.	SANDER, WIELKE & Co.	Today, at 2 P.M.
YOKOHAMA	CHINA	Aus. str.	—	Pavissich	MELCHERS & Co.	About 19th inst.
YOKOHAMA	PRINCESS ALICE	Ger. str.	—	E. Groesch	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
YOKOHAMA	CHINURVA	Brit. str.	1 m.	H. A. Harris	HAMBURG-AMERICA LINE	On 21st inst., at 10 A.M.
YOKOHAMA	NAMUR	Brit. str.	—	H. W. Kennick, R.N.R.	BUTTERFIELD & SWIRE	On 21st inst., at M'night
YOKOHAMA	SENEGAMBIA	Ger. str.	k. w.	Eckhorn	MESSENGER'S MARITIMES	On 24th inst., P.M.
YOKOHAMA	ANVRI	Brit. str.	1 m.	—	NIPPON YUSEN KAISHA	On 27th inst., at 10 A.M.
YOKOHAMA	TOKIN	Frech. str.	—	Charbonnel	JARDINE, MATHESON & Co., LD.	On 25th inst., at Noon
YOKOHAMA	COLOMBO MARU	Jap. str.	—	E. Combes	P. & O. S. N. Co.	About 28th inst.
YOKOHAMA	BUJUN MARU	Jap. str.	—	—	HAMBURG-AMERICA LINE	On 4th Nov.
YOKOHAMA	POOKSANG	Brit. str.	—	S. Barcham	OLOF WILJ & Co., LTD.	On 11th Nov.
YOKOHAMA	ARCADIA	Brit. str.	—	Kotze	MELCHERS & Co.	On 6th Dec.
YOKOHAMA	SUEVIA	Ger. str.	k. w.	—	JAV. CHINA-JAPAN LYN	Quick despatch.
YOKOHAMA	CANTON	Swed. str.	—	—	OSAKA SHOSHEN KAISHA	On 26th inst., at 10 A.M.
YOKOHAMA	TIMOR	Dut. str.	—	—	OSAKA SHOSHEN KAISHA	On 23rd inst., at 10 A.M.
YOKOHAMA	SOROKU MARU	Jap. str.	2 h.	A. H. Stewart	DOUGLAS LAPRAIK & Co.	To-day, at 11 A.M.
YOKOHAMA	DAIGI MARU	Jap. str.	2 h.	J. W. Evans	DOUGLAS LAPRAIK & Co.	On 21st inst., at 11 A.M.
YOKOHAMA	HAIMON	Brit. str.	2 h.	A. E. Redpath	DOUGLAS LAPRAIK & Co.	On 25th inst., at 11 A.M.
YOKOHAMA	HATTAN	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAPRAIK & Co.	On 28th inst., at 11 A.M.
YOKOHAMA	HAICHING	Brit. str.	2 h.	G. C. Hooker	BUTTERFIELD & SWIRE	On 22nd inst., at 4 P.M.
YOKOHAMA	KUICHOW	Brit. str.	1 m.	Jameson	BUTTERFIELD & SWIRE	On 22nd inst.
YOKOHAMA	SINGAO	Brit. str.	1 m.	P. H. Rolfe	JARDINE, MATHESON & Co., LD.	On 21st inst., at 4 P.M.
YOKOHAMA	YUNGBANG	Brit. str.	—	R. Rodger	SHAW, TOMES & Co.	On 22nd inst., at Noon
YOKOHAMA	RUBY	Brit. str.	—	A. W. Outenbridge	JARDINE, MATHESON & Co., LD.	On 25th inst., at 4 P.M.
YOKOHAMA	TEAN	Brit. str.	1 m.	S. J. Payne	SHAW, TOMES & Co.	On 28th inst., at 4 P.M.
YOKOHAMA	LOONGHANG	Brit. str.	—	A. Frazer	BUTTERFIELD & SWIRE	On 29th inst., at Noon
YOKOHAMA	ZAYIBO	Brit. str.	—	H. H. A. Harris	BUTTERFIELD & SWIRE	On 25th inst., at 4 P.M.
YOKOHAMA	SUNGKANG	Ger. str.	1 m.	F. Schmidt	MELCHERS & Co.	On 22nd inst., at 9 A.M.
YOKOHAMA	OSOROKU	Frech. str.	—	Freder. Pryn	NIPPON YUSEN KAISHA	On 26th inst., P.M.
YOKOHAMA	CYUEN MARU	Brit. str.	—	S. H. Nelson	DAVID SARGSON & Co., LTD.	On 28th inst., at Noon
YOKOHAMA	GREGORY APOLAR	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., LD.	On 29th inst., at Noon
YOKOHAMA	KUTSANG	Brit. str.	—	Bonman	JAVA-CHINA-JAPAN LYN	Quick despatch.
YOKOHAMA	TIDAHAI	Dut. str.	—	—	—	Quick despatch.

## PENINSULAR &amp; ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE, JAPAN and YOKOHAMA	Capt. H. W. A. Clark	10 A.M., 19th Oct.	Freight only.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	Capt. G. Phillips	10 A.M., 19th Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	Capt. H. W. Henrick, R.N.R.	10 A.M., 21st Oct.	Freight and Passage.
SHANGHAI	Capt. S. Barcham	About 23rd Oct.	Freight and Passage.
LONDON via USUAL PORTS	DEVANHA	Noon, 29th Oct.	See Special of Call

For Further Particulars, apply to

E. HEWETT,

Hongkong, 19th October, 1910

## CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHINHUA"	On 20th Oct., 4 P.M.
HAIPHONG	"SINGAN"	On 22nd Oct., Noon.
SHANGHAI	"ANHUI"	On 22nd Oct., M'night
ILOLO & CEBU	"SUNGKIANG"	On 25th Oct., 4 P.M.
MANILA	"TEAN"	On 25th Oct., 4 P.M.
SWATOW, CHEFOO & TIENTSIN	"KUEICHOW"	On 25th Oct., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI" with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloons.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloons, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

Hongkong, 19th October, 1910

BUTTERFIELD & SWIRE, AGENTS. 10

## DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COASTPORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

STEAMSHIP	CAPTAIN	LEAVING.
"HAIYAN"	Capt. J. W. Evans	FRIDAY, 21st Oct., at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 25th Oct., at 11 A.M.
"HAIHING"	Capt. W. C. Pasmore	FRIDAY, 28th Oct., at 11 A.M.

FOR SWATOW AND RETURN.

Occurring 9 to 10 Days.

HAIMUN ... Capt. A. H. Stewart ... WEDNESDAY, 19th Oct., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS, LARBAIK & Co., GENERAL MANAGERS.

Hongkong, 19th October 1910.

## INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
MANILA	"TUENSHANG"	Friday, 21st Oct., 4 P.M.
TIENTSIN	"CHUENSHANG"	Saturday, 22nd Oct., Noon
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Friday, 24th Oct., Noon
MANILA	"LOONGSANG"	Friday, 28th Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Saturday, 29th Oct., Noon

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSHANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified Surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD., GENERAL MANAGER.

Hongkong, 18th October, 1910.

## EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI

## RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG &amp; VLADIVOSTOK

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
COPENHAGEN	"TRANQUEBAR"	On 27th October.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	On 6th December.

For further Particulars apply to

MELOHERS &amp; CO.,

Hongkong, 11th October 1910

AGENTS.

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	HIRANO MARU Capt. H. Fraser	9,000	WEDNESDAY, 26th Oct., at Daylight
	TANGO MARU Capt. A. Christiansen	8,000	WEDNESDAY, 9th Nov., at Daylight
	KAMO MARU Capt. F. L. Sommer	9,000	WEDNESDAY, 23rd Nov., at Daylight
VICTORIA B.C. & SEATTLE	SADO MARU Capt. S. Horiuchi	7,000	SATURDAY, 5th Nov., from Kobe
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	TAMBA MARU Capt. K. Sato	7,000	TUESDAY, 8th Nov., at Noon
	AWA MARU Capt. S. Ishikawa	7,000	TUESDAY, 6th Dec., at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 28th Oct., at Noon
	KUMANO MARU Capt. M. Winckler	6,000	FRIDAY, 25th Nov., at Noon
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winckler	6,000	WEDNESDAY, 26th Oct., at Noon
YOKOHAMA	KAWACHI MARU Capt. H. Petersen	7,000	SUNDAY, 23rd Oct., at Noon
BOMBAY via SINGAPORE, and COLOMBO	CEYLON MARU Capt. Fred. Pyno	6,000	WEDNESDAY, 26th Oct., P.M.
SHANGHAI, MOJI and KOBE	COLOMBO MARU Capt. E. Combes	8,000	WEDNESDAY, 26th Oct., at Noon
KOBE and YOKOHAMA	AKI MARU Capt. K. Homma	7,000	THURSDAY, 27th Oct., at 5 P.M.

Fitted with New System of Wireless Telegraphy, 1 Cargoonly. \* Carries Deck Passengers.

## PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

To MARSEILLES AND LONDON VIA SUEZ CANAL.

Steamers.	Tons.	Leave H.K.	RATES OF PASSAGE.
MIYASAKI MARU	9000	15th Feb.	1st Class S Y. 550.00
KITANO	9000	1st Mar.	1st Class S R. 825.00
IYO	7000	15th "	2nd Class S R. 360.00
HIRANO	9000	29th "	1st Class S R. 540.00
TANGO	8000	12th April	old str. 1st Class S R. 500.00
KAMO	9000	25th "	1st Class S R. 750.00
AKI	7000	10th May	2nd Class S R. 350.00
MISHIMA	9000	24th "	1st Class S R. 495.00

VICTORIA, B.C., &amp; SEATTLE, WASH., U.S.A.

Steamers.	Tons.	Leave H.K.	RATES OF PASSAGE.
AWA MARU	7000	28th Feb.	To Pacific Coast Common Points: 1st Class S \$30
INABA	7000	28th Mar.	2nd Class S \$21
TAMBA	7000	25th April	To London via New York: 1st Class S \$60
AWA	7000	23rd May	via St. Lawrence: 1st Class S \$59

For further information as to Freight, Passage, Sailings, &amp;c., apply at

T. KUSUMOTO, MANAGER.

Hongkong, 7th September, 1910.

## CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
BUBI	2540	R. Rodger	Manila	On 22nd Oct., Noon.
ZAFIRO	2540	A. Fraser	Manila	On 29th Oct., Noon.

For Freight or Passage apply to

Hongkong, 9th October, 1910

SHEWAN, TOMES &amp; Co. General Managers.

## HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAYRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Ports, Black Baltic Sea and Port, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:
S.S. SENEGAMBIA ... 21st Oct.
S.S. SUEVIA ... 4th Nov.
S.S. WESTPHALIA ... 17th Nov.
S.S. ARABIA ... 18th Nov.
S.S. SCANDIA ... 1st Dec.
S.S. BRISGAVIA ... 16th Dec.
S.S. SLAVONIA ... 30th Dec.

HOMEWARD.

FOR HAYRE & HAMBURG:
S.S. C. FRED. LAEISZ 24th Oct.
FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. BELGRAVIA ... 3rd Nov.
FOR MARSEILLES, HAMBURG & ANTWERP:
S.S. ARMENIA ... 9th Nov.
FOR HAYRE & HAMBURG:
S.S. SENEGAMBIA ... 18th Nov.
FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. SILVIA ... 20th Nov.
MARSEILLE, HAYRE & HAMBURG:
S.S. SUEVIA ... 30th Nov.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 14th October 1910.

## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA, CRUZ (MEXICO).

STEAMERS	TONS	SAILING DATES
S.S. BUZO-MARU	10,500 tons gross	Sail Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	Dec. 21st, at Noon.
S.S. KIYO MARU	1,200 "	About Mid. Feb. 1911

For particulars apply to

N. YAMADA, Acting Manager.

TOTO KISEN KAISHA, King's Building.

Hongkong, 1st September, 1910.

## JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	JAVA	First half of Oct.	SHANGHAI	First half of Oct.
TJIPANAS	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJIMAH	JAPAN	Second half of Oct.	JAVA	Second half of Oct.
TJIBODAS	JAVA	Second half of Oct.	SHANGHAI	Second half of Oct.
TJILATJAP	JAVA	First half of Nov.	JAPAN	First half of Nov.
TJILIWONG	JAVA	Second half of Nov.	SHANGHAI	Second half of Nov.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 12th October, 1910.

Telephone No. 375.

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## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA via MOJI, KOBE and YOKOHAMA	"CHICAGO MARU"	6,182	WEDNESDAY, 2nd Nov., at Noon
	"TACOMA MARU"	6,178	WEDNESDAY, 30th Nov., at Noon

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE

FOR	STEAMERS	LEAVES
ANPING via SWATOW & AMOY	"SOSHU MARU"	WEDNESDAY, 26th Oct., at 10 A.M.
SHANGHAI via SWATOW, AMOY & FOOCHOW	"BUJUN MARU"	THURSDAY, 27th Oct., at 10 A.M.
TAMSUI via SWATOW & AMOY	"DAIGI MARU"	SUNDAY, 23rd Oct., at 10 A.M.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The NIPPON KISEN KAISHA's Steamers at Shanghai, for The NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st CLASS. 2nd CLASS. 3rd CLASS.

\$73.00 \$55.00 \$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROL, MANAGER

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## THOS. COOK &amp; SON, TOURIST, STEAMSHIP &amp; FORWARDING AGENTS, BANKERS, &amp;c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION

PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBITION OF 1910.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG.

Japan Office:—32, WATER STREET YOKOHAMA.

## O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

## ORIENTAL BREWERY, LTD.

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 &amp; 57, DES VŒUX ROAD.

# GEBRUEDER LENK, RODEWISCH IV. MANUFACTURERS OF BERLIN WOOL.

FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE  
REPRESENTATIVE FOR CHINA:  
**HUGO C. A. FROMM,**  
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

## POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN  
Route to EUROPE.

The Public are informed that the Christmas and New Year Parcel mail to the United Kingdom and other countries in Europe will be closed in this office at 5 p.m. on Friday, the 12th of November, 1910. This parcel mail by the long sea route via Gibraltar is due in London on the 17th of December. Parcels may be forwarded via Brindisi with an extra fee of 60 cents. Such parcels are due to reach London with the Letter mail on the 9th December. Parcels containing any article of Gold or Silver must be insured for at least part of their value. All insured parcels must be sealed. All the seals on the parcel must be of the same kind of wax and must bear distinct impressions of some private device. This device must be the kind of wax and must bear distinct impressions of some private device. Buttons or seals on each seal, Strait, Curved, Dotted or Crossed lines are not admissible. Buttons or seals must not be used for sealing parcels. The Clerks of the Post Office are strictly forbidden to seal parcels or to affix Declaration Forms or Stamps on Parcels or Letters, for the Public Parcels that in the opinion of a Postal officer do not comply with the above regulations will not be accepted.

The Princess Alice, with the German mail of the 21st ult., left Singapore on Saturday, the 15th inst., at 10 a.m., and may be expected here to-day, at 3 p.m.  
The Empress of China, with the Canadian mail, left Shanghai on Monday, the 17th inst., at 7 p.m., and may be expected here to-morrow.  
The Tonkin, with the French mail of the 23rd September, left Singapore on Monday, the 17th inst., at 4 p.m., and may be expected here on or about Monday, the 24th inst.

FOR	PER	DATE.
Qwong Chow Wan, Hoihow, Tournai and Quinhon	Carl Diederichsen	Wednesday, 19th, 8.00 A.M.
Singapore, Penang and Colombo	Nore	Wednesday, 19th, 9.00 A.M.
Swatow	Haiman	Wednesday, 19th, 10.00 A.M.
Saigon	Victoria	Wednesday, 19th, 10.00 A.M.
Europe, &c. India via Tutuorin...	P. E. Friederich	Wednesday, 19th, 10.00 A.M.
(Late Letters 11.00 A.M. to 11.30 Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Shanghai, Yokohama and Kobe...	China	Wednesday, 19th, 1.00 P.M.
Shanghai	Patroclus	Wednesday, 19th, 1.00 P.M.
Macao	Sui Tai	Wednesday, 19th, 1.15 P.M.
Qwong Chow Wan, Hoihow, Tournai and Quinhon	Helene	Thursday, 20th, 8.00 A.M.
Singapore, Penang and Calcutta	Gregory Apcar	Thursday, 20th, 10.00 A.M.
Europe, &c. India via Tutuorin...		Thursday, 20th, 10.00 A.M.
(Late Letters 11.00 A.M. to 11.30 Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Shanghai, Yokohama and Kobe...	Kumeric	Thursday, 20th, 1.00 P.M.
Shanghai	Sui Tai	Thursday, 20th, 1.15 P.M.
Macao	Chinhua	Thursday, 20th, 1.30 P.M.
Shanghai, Yokohama and Kobe...	Aldenhall	Friday, 21st, 10.00 A.M.
Shanghai	Haitan	Friday, 21st, 10.00 A.M.
Macao	Laertes	Friday, 21st, 1.00 P.M.
Shanghai, Yokohama and Kobe...	Yuenang	Friday, 21st, 3.00 P.M.
Shanghai	Borneo	Friday, 21st, 3.00 P.M.
Macao	Bugy Maru	Saturday, 22nd, 11.00 A.M.
Shanghai, Yokohama and Kobe...	Sigan	Saturday, 22nd, 11.00 A.M.
Shanghai	Euba	Saturday, 22nd, 11.00 A.M.
Macao	Chiphong	Saturday, 22nd, 11.00 A.M.
Shanghai, Yokohama and Kobe...	Ashui	Sunday, 23rd, 9.00 A.M.
Shanghai	Haiman	Sunday, 23rd, 9.00 A.M.
Macao	Haiyang	Sunday, 23rd, 9.00 A.M.
Shanghai, Yokohama and Kobe...	Oceanien	Tuesday, 25th, 3.00 P.M.
Shanghai	Kuichow	Tuesday, 25th, 3.00 P.M.
Macao	Tan	Tuesday, 25th, 3.00 P.M.
Shanghai, Yokohama and Kobe...	Sungking	Tuesday, 25th, 3.00 P.M.
Shanghai	Hirano Maru	Tuesday, 25th, 3.00 P.M.
Macao		Tuesday, 25th, 3.00 P.M.
Shanghai, Yokohama and Kobe...	Empress of China	Wednesday, 26th, 10.00 A.M.
Shanghai		Wednesday, 26th, 10.00 A.M.
Macao		Wednesday, 26th, 10.00 A.M.

## WILLIAM C. JACK & CO., LTD.

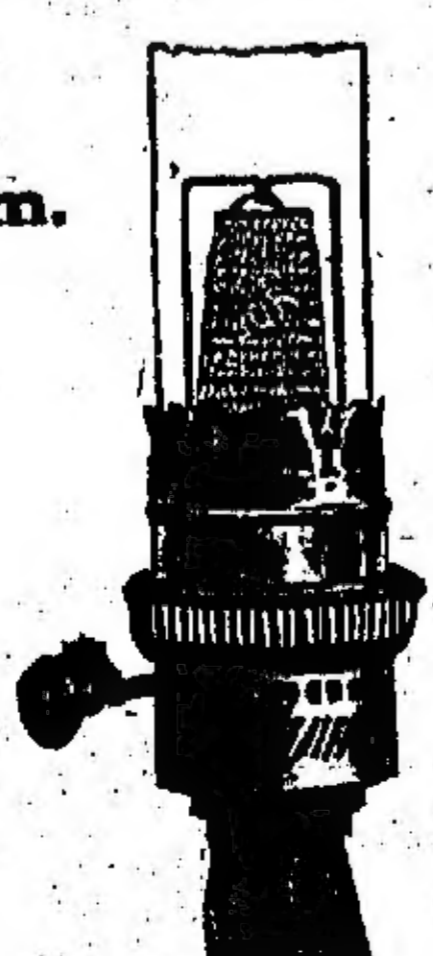
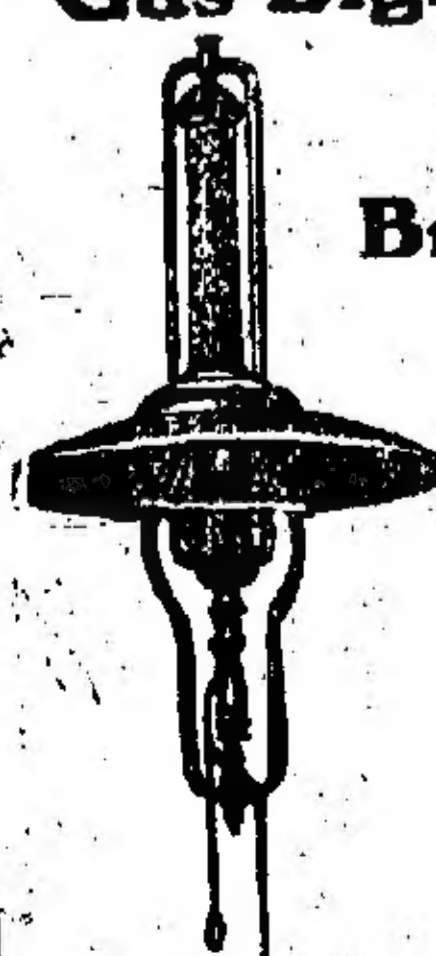
### Gas Lighting, Heating and Cooking.

The most Efficient, Economical, and Reliable is the  
**British Welsbach System.**

1. The Welsbach guaranteed burner, with Manilles of Welsbach Manufacture and Welsbach Artistic Fittings, make Welsbach not only the lightest but the most beautiful of all lights.

2. Also the Welsbach Kerosene Incandescent Lamp gives the highest results with the lowest consumption.

3. Every description of Gas Fittings, Heating and Cooking Stoves, Oil Incandescent Lamps, Oil Cooking Stoves and Accessories, can be seen at the Show-rooms.



14, Des Voeux Road,  
Central, Hong Kong.  
(Sole Agents for The Welsbach Incandescent Gas Light Co., Ltd., London.)

## COMMERCIAL.

### EXCHANGE CLOSING QUOTATIONS.

October 18th.

ON LONDON	Telegraphic Transfer	1/10 1/2
	Bank Bills, on demand	1/10 1/2
	Bank Bills, at 30 days' sight	1/10 1/2
	Bank Bills, at 4 months' sight	1/10 1/2
	Credits, at 4 months' sight	1/11 1/2
	Documentary Bills 4 months' sight	1/11 1/2
ON PARIS	Bank Bills, on demand	238 1/2
	Credits, at 4 months' sight	242 1/2
ON GERMANY	On demand	193 1/2
ON NEW YORK	Bank Bills, on demand	46
	Credits, at 60 days' sight	47
ON HONGKONG	Telegraphic Transfer	140 1/2
	Bank, on demand	140 1/2
ON CALCUTTA	Telegraphic Transfer	140 1/2
	Bank, on demand	140 1/2
ON SHANGHAI	Bank, at sight	73 1/2
	Private, 30 days' sight	74 1/2
ON YOKOHAMA	On demand	92 1/2
ON MANILA	On demand—Pesos	82 1/2
ON SINGAPORE	On demand	80 1/2
ON BATAVIA	On demand	113 1/2
ON HAIPHONG	On demand	14 1/2
ON SAIGON	On demand	82 1/2
ON BANGKOK	On demand	81 1/2
	SOVEREIGNS—Bank's Buying Rate	\$10.50
	GOLD LEAF, 100 fine, per tael	\$54.50
	SILVER, per oz.	26d.

### SUBSIDIARY COINS.

Chinese	20 cents pieces	\$5.96 discount
Chinese	10	\$4.78
Hongkong	20	\$3.85
Hongkong	10	\$4.55

## SHARE LIST.—QUOTATIONS.

HONGKONG, OCTOBER 18TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
<b>BANKS.</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$920, sellers
National Bank of China, Limited	99,925	\$7	26	\$80, buyers
Bank of China, Limited	6,604	12 1/2	12 1/2	\$8, sellers
China Bank of Commerce, Limited	60,000	\$12	\$12	\$9, sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$120, sellers
China Provision, Loan & Mortgage Co., Ltd.	200,000	\$1	\$1	\$8, buyers
<b>COMMERCE.</b>				
Swatow Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 60	Tls. 50	Tls. 100.
Hongkong Cotton Spinning Co., Ltd.	125,000	Tls. 75	Tls. 75	Tls. 50.
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 100	Tls. 100	Tls. 50.
Loan-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 220.
Soyabean Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 220.
<b>INDUSTRY.</b>				
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$17 1/2, x. div.
Docks and Wharves	60,000	\$50	\$45	\$54, buyers
H'kong & Kowloon Wharf & G. Co., Ltd.	50,000	\$5 1/2	\$4	\$49.
Hongkong & Whampoa Dock Co., Ltd.	10,000	\$6 1/2	\$6 1/2	\$9, sellers
New Amoy Dock Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 72.
Shanghai Dock and Engineering Co., Ltd.	36,900	Tls. 100	Tls. 100	Tls. 108.
Shanghai and Hongkong Wharf Co., Ltd.	18,000	\$25	\$25	\$9, sellers
Farwick & Co., Limited	400,000	\$10	\$10	\$4.65, sellers
Green Island Cement Co., Limited	7,000	\$10	\$10	\$210, buyers
Hongkong and China Gas Co., Limited	60,000	\$10	\$10	\$20, sellers
Hongkong Electric Co., Limited	12,000	\$50	\$50	\$93, sellers
Hongkong Hotel Company, Limited	8,000	\$25	\$25	\$72, sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$135, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	\$10	\$50, sellers
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	\$10	\$7.
<b>INSURANCE.</b>				
General Insurance Office Co., Limited	10,000	\$250	\$50	\$190, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$115, buyers
China Traders Insurance Co., Limited	24,000	\$83 1/2	\$25	\$97 1/2.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$55.
North-China Insurance Co., Limited	10,000	\$15	\$25	Tls. 112 1/2, sellers
Union Insurance Society, Limited	12,000	\$250	\$100	\$840, buyers
Yongtze Insurance Association, Limited	12,000	\$100	\$60	\$195.
<b>LANDS AND BUILDINGS.</b>				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$100, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	\$10	\$74, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	\$34, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 111.
West Point Building Co., Limited	12,500	\$50	\$50	\$39, sales
<b>MINE.</b>				
Societe Francaise des Carriers du Tonkin	16,000	Fcs. 250	all	\$720.
Baob Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$7, sellers
Peak Tramways Co., Limited	25,000	\$10	\$10	\$15, sellers
Philippine Co., Limited	50,000	\$10	\$10	\$10.
<b>ESTATES.</b>				
China Sugar Refining Co., Limited	20,000	\$100	all	\$145, sellers
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$15.
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
<b>STEAMSHIP COMPANIES.</b>				
China and Manilla Steamship Co., Ltd.	30,000	\$25	\$25	\$10, sellers
Douglas Steamship Co., Limited	20,000	\$50	\$15	\$22, sellers
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	\$15	\$31, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$8, sel. 1/10
Shell Transport & Trading Co., Limited	60,000 def.	\$1	\$1	\$2 1/2, buyers
Star Ferry Company, Limited	10,000	\$10	\$5	\$24, sales
South China Morning Post, Limited	6,000	\$25	\$25	\$24, sellers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$5, sellers
<b>STOCKS AND DISPENSARIES.</b>				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Fowell, Limited	15,000	\$7	\$7	\$2, buyers
Watkins, Limited	10,000	\$10	\$10	\$2, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$63, buyers
Weissmann, Limited	3,000	\$10	\$10	\$11 1/2, sellers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$10	\$300.
Union Waterboat Co., Limited	50,000	\$10	\$10	\$8, sellers
<b>RUBBERS.</b>				
Allagars	750,000	2 1/2	all	5 1/2.
Anglo-Malays	1,500,000	2 1/2	all	\$12 (Sta.)
Halowates	151,200	\$1	all	95 1/2.
Batu Tiges	70,000	\$1	all	63 1/2.
Bukit Kajangs	50,000	\$1	all	11 1/2.
Castelbols, fully paid	30,000	\$1	all	12 1/2 prem.
Chovots	70,000	\$1	10 1/2	107 1/2 ex. div.
Eastern and International	250,000	\$1	all	6 prem.
Highlands and Lowlands	307,143	\$1	all	10 1/2.
Kamunings	1,325,000	2 1/2	all	16 1/2.
Kuala Lumpur	180,000	2 1/2	all	72 1/2.
Labas	100,000	\$1	all	45 1/2 x. div.
Leabury's	900,000	2 1/2	all	5 1/2.
Linggis	1,266,000	2 1/2	all	6 1/2.
London Asiatics	1,750,000	2 1/2	all	\$25 (Sta.)
London Ventures	45,000	\$10	all	\$30 (Str.)
Merguans	50,000	\$2	all	31 1/2.
Pegohs	100,000	\$1	all	72 1/2.
Sandayoroffs	65,000	\$1	all	\$12 1/2 (Str.)
Shalfords	125,000	\$2	all	10.
Singapore and Johore	995,000	2 1/2	all	102 1/2.
Sumatra Farms	90,000	\$1	all	
Sungei-Kapars	170,000	\$1	all	
United Serdangs				
<b>LOANS.</b>				
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.
				VERNON & SMITH, Share-Broker.

# THE CELEBRATED "THREE CASTLES" CIGARETTES

Are manufactured in Bristol from the finest grades of Virginia Tobacco with all the skill which W. D. & H. O. WILLS have acquired during the 200 years which have elapsed since their business was established.

## MANUFACTURED IN TWO STRENGTHS

Mild (green label). Medium (yellow label).

50 Cents Per Tin of 50.

ALSO

## "MAGNUMS" 75 cents per tin of 50.

## FORTHCOMING EVENTS.

Thursday, 20th Oct.—Auction of Valuable Leasehold Property at Auction Rooms, by Messrs. Hughes & Hough, Noon.  
Friday, 23rd Oct.—Hawthorn's Circus at Causeway Bay, 9 p.m.  
Wednesday, 2nd Nov.—Meeting of Licensing Board in Council Chamber, 2.15 p.m.

## OPIUM.

October 17th.

Quotations are—	
Malva New	\$2,300/2,350 per picul.
Malva Old	\$2,350/2,400 "
Malva Older	\$2,410/2,450 "
Malva V. Old	\$2,460/2,500 "
Persian fine quality	\$1,400/1,500 "
Persian extra fine	\$2,000 "
Pataa New	\$2,200 per chest.
Pataa Old	\$2,200 "
Bonares New	\$2,200 "
Bonares Old	\$2,180 "

## SHIPPING IN PORT.

### STEAMERS.

BOERNE, German str., 1.34, T. Semblil, 13th October—Sandakan 8th October, Timber and General—Melchers & Co.  
BRAND, Norwegian str., 1.519, M. Evensen, 15th Oct.—Samarang 5th October, Sugar and General—Asgaard, Thorsson & Co.  
BUVO MARU, Jap. str., 1.560, Yabunagami, 16th October—Dairen 15th October, Coal—Mitsui Bussan Kaisha.  
CARL DREIER, German str., 774, Chr. Jurgensen, 16th Oct.—Quang Chow Wen 15th Oct., General—Johsen & Co.  
CHINA, Austrian str., 3.808, P. Pavissich, 17th Oct.—Trieste 27th August and Singapore 10th Oct., General—Sander, Wieler & Co.  
CHINHA, British str., 1.350, A. S. Harris, 16th Oct.—Shanghai 13th Oct., General—Butterfield & Swire.  
CHOWFA, German str., 1.055, F. Schmitz, 15th Oct.—Bangkok via Kohchang 3rd Oct., Rice, Meal and Rosewood—Butterfield & Swire.  
CHOWFA, German str., 1.115, I. Heyniger, 17th Oct.—Bangkok 8th and Swatow 10th Oct., Rice and Wood—Butterfield & Swire.  
COWRIE, British str., 3.055, J. Falles, 7th Sept.—Singapore 1st Sept., Kerosene Oil—Asiatic Petroleum & Co.  
DEWENT, British str., 1.574, Jenkins, 24th Sept.—Saigon 20th September, Rice and General—Man Fat & Co.  
ELISABETH RICKERS, German str., 2.673, H. Rohle, 12th Oct.—Moji 6th Oct., Coal—Bradley & Co.  
FALLS OF STIR, British str., 1.234, Wm. McFarlane, 16th Oct.—New York and Durban 4th Sept., Coal—Standard Oil Co.  
FUKURA MARU, Japanese str., 3.136, S. Kumawaki, 10th Oct.—Wakamatsu via Moji 5th Oct., General—Ataka & Co.  
GLENNALLOCH, British str., 1.435, J. Mason, 17th October—Singapore 11th October—General—Joo Tak Beng.  
GREGORY APCAR, British str., 2.961, S. H. Belson, 15th Oct.—Moji 8th Oct., General—David Barclay & Co. Ltd.  
HANGHONG, British str., 999, E. Robertson, 4th Oct.—Swatow 3rd October, Ballast—Butterfield & Swire.  
HUPPE, British str., 1.275, H. Mathias, 9th Oct.—Wakamatsu via Swatow 8th Oct., Coal—Butterfield & Swire.  
INDRAPURA, British str., 3.182, Mansfield, 4th October—New York 22nd July, General—Jardine, Matheson & Co.  
INVERBEE, British str., 3.206, A. H. Smith, 16th Sept.—New York 30th July, General—Jardine, Matheson & Co.  
KALCAN, British str., 1.142, D. R. Davies, 16th Oct.—Newchang and Chefoo 9th Oct., General—Butterfield & Swire.  
KIANG CHINE, Chinese str., 1.002, Bresander, 11th Oct.—Haiphong 9th Oct., General—Tung Lee.  
KIANG PING, Chinese str., 1.222, H. Udden, 5th September—Chinkiang 30th August, General—Tung Lee & Co.  
KUMERIC, British str., 2.400, G. B. McGill, 13th October—Manila 23rd 11th October, Dorell & Co.  
LAKHOTA, British str., 1.440, Brampton, 17th October—Saigon 12th October, Rice and General—Chinese.  
LENNOR, British str., 2.366, B. Reid, 1st Sept.—Keelung 30th Aug., General—Dodwell & Co.  
LOYAL, German str., 1.237, K. Wegner, 12th October—Wakamatsu 5th October, Coal—Mitsui Bussan Kaisha.  
LYREMOON, German str., 1.238, v. Flugman, 11th Oct.—Saigon 7th October, General—Hambro, Arncliffe & Lohs.

No. 3 KSEON, Japanese str., 3.778, T. Taki, 17th Sept.—Moji 11th Sept., Coal—Oder.  
PAKLIAT, German str., 1.018, E. Gathemann, 24th Sept.—Bangkok 17th Sept., Rice—Butterfield & Swire.  
PITCHABUR, German str., 1.374, C. Goswisch, 14th Oct.—Bangkok and Hoihow 13th Oct., Rice, Meal, Wood—Butterfield & Swire.  
PRIAM, British str., 2.905, B. J. Lewis, 5th Oct.—Liverpool via Colombo 27th Aug., General—Butterfield & Swire.  
RAJABUR, German str., 1.899, H. Brower, 17th Oct.—Bangkok 5th October, General—Butterfield & Swire.  
RIZAL, American str., 2.700, J. Hestung, 30th Sept.—Manila 26th Sept.  
RUBI, British str., 1.618, E. Rodger, 17th October—Manila 14th October, General—Shewan, Tomes & Co.  
RUBONIA, Russian str., 3.543, A. Dombé, 4th October—Shanghai 30th Sept., Beans and Bean oil—Melchers & Co.  
RUTHERFORD, British str., 2.742, W. Gay, 14th October—Cardiff, Coal—Dodwell & Co.  
SELA, American str., 2.789, Olat Lu, 14th October—Portland 5th Sept., Lumber and Flour—E. & A. S. Co.  
SHIBETOMO MARU, Japanese str., 2.479, Atsumi, 15th Sept.—Wakamatsu 8th Sept., Coal—Osaka Shosen Kaisha.  
SUDBA, British str., 3.929, W. E. Kelway, 27th Sept.—Keelung 25th Sept., General—Standard Oil Co.  
TJIRINI, Dutch str., 2.826, H. Koops, 8th Oct.—Batavia and Balikpapan 30th Sept., Sugar and General—Java-China-Japan Lijn.  
TSENAT, German str., 1.002, Fr. Bickling, 6th Oct.—Bangkok 25th